

The Price of Eye Strain  
IN BLINDNESS AND MISTY  
READING, TEACHERS,  
AND ALL READING  
GENERALLY.  
Wear Suitable Glasses.  
**N. LAZARUS**  
OPHTHALMIC OPTICIAN.  
25, Queen's Road Central, Hongkong.

# The China Mail.

**J. EYES**  
THE BEST  
DISINFECTANT.

October 8, 1920, Temperature 77. Barometer 29.89 Rainfall 0.84 inch. Humidity 88. October 8, 1919, Temperature 75.  
No. 18,078. 一拜禮 號一十月十年二九二一  
HONGKONG, MONDAY, OCTOBER 11, 1920 日十三月八申庚亥歲年九國民華中 PRICE \$3.00 Per Month

## BUSINESS NOTICES

BY APPOINTMENT.  
**WATSON'S**  
**DRY GINGER-ALE.**  
FRAGRANT, AROMATIC, DRY.  
Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.  
Pints \$1.25 Per Dozen  
Splits 80 cts. " "  
**A. S. WATSON & CO., LTD.,**  
AERATED WATER MANUFACTURERS.  
TELEPHONE 436.

**DRAGON MOTOR CAR CO.**  
(THE EUROPEAN GARAGE)  
BRITISH CARS ARRIVING SHORTLY:  
Ruston-Hornsby touring car.  
Armstrong-Siddeley touring car about end of November.  
Tels. 432 & 3552. Garages in Hongkong and Kowloon.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.  
AND  
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.  
FIRE, MARINE, LIFE AND MOTOR ACCIDENT.  
For Rates and Particulars apply to the General Agents  
UNION TRADING CO., Prince's Building.

**BANQUE INDUSTRIELLE DE CHINE**  
(A FRENCH BANK)  
Capital Paid-up and Surplus ... Fcs. 105,000,000.00  
The organisation of the Bank enables it to open  
CURRENT ACCOUNTS, SAVING ACCOUNTS  
and to accept FIXED DEPOSITS in local currency and  
ANY FOREIGN CURRENCY.  
These accounts and deposits may be converted  
AT ANY TIME without ANY CHARGE in ANY  
OTHER CURRENCY.  
Apply for terms and particulars  
**BANQUE INDUSTRIELLE DE CHINE,**  
(HONGKONG BRANCH)  
Queen's Building, 5, Chater Road.

PORTRAITS TAKEN AT YOUR HOME.  
For Ordinary Portraits—Special Home Portrait: Graflex Camera is used.  
Artistic Diffused Focus Pictures—Taken by "Verito" Diffused Focus Lens.  
All Kinds of Photography Undertaken. Prices Moderate.  
**HIROSE STUDIO, Japanese Photographers.**  
Telephone 3078. 22, Praya East.

**THE WING ON CO., LTD.**  
UNIVERSAL PROVIDERS.  
Phone 196 Phone 193  
The Quality Shop  
with  
Quality Goods  
for  
Quality Buyers

**Diss Bros**  
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2242.

**DONNELLY & WHYTE.**  
WINE MERCHANTS.  
Tel. 639. Tel. 639.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)  
**PREMIER'S ORATION.**  
PEACE AND GOODWILL THE DEMAND OF THE HOUR.  
— APPEAL FOR UNITY.  
LONDON, October 8.  
Continuing his speech at the Llandudno meeting of the Welsh National Liberal Council, (the first part of which is reported in our earlier cables) Mr. Lloyd George said that peace and goodwill amongst men was the demand of the hour and he did not know of any principle which was in issue between the parties when they came to deal with it.  
— Referring to the threatened miners' strike, the Premier emphasised that he was resolved never to surrender the rights of the community to a minority, though he was all for justice and equity for the men who were contributing to the wealth of the nation. He was hopeful that commonsense and reason would prevail at the forthcoming ballot.  
The Premier predicted that Home Rule would be adopted by the Coalition. He concluded his speech with an appeal for unity until they had solved the problems darkening the horizon and the difficulties which stood in the way of humanity in marching to higher things.

**AGRICULTURE.**  
— **COLONIAL SERVICE.**  
BEST MEN OF UNIVERSITIES NEEDED.

The need for attracting the best class of men to the Colonial Agricultural Service is emphasised in the report of the committee on the staffing of agricultural departments in the Colonies. "In order to ensure the development of the work of agricultural departments," says the report, "your committee consider it essential to obtain the services of the best men that the universities produce. The type of man required to make a good agricultural officer is of a very high order. Not merely must he be a highly qualified technical expert, fitted by his scientific training to grapple with and overcome the problems that will arise in the work of his department, or to carry out independent research work that will lead to valuable improvements in the methods of planting and raising tropical crops, but he must also be endowed by his general education and upbringing with the tact and administrative ability necessary for dealing with the native mind. To obtain and to retain the services of such officers it is essential that the agricultural departments should afford the prospect of an attractive career. Your committee repeat that the profession of the agricultural expert is not at present generally regarded as a definite career. Many young men who show promise of scientific ability are induced to take up the study of chemistry, engineering, or medicine, although they may really be more fitted by natural inclination for the study of botany or entomology, because the latter studies are not looked upon by parents and teachers as likely to lead to any practical career. Your committee consider that, if their recommendations are approved, the widest possible publicity should be given to this report, and in particular that it should be brought to the notice of the public schools and universities."  
The following extract from the report of the Department of Agriculture in the East Africa Protectorate is given as an example of what results can be obtained from the appointment of experts to develop the agricultural resources of the Colonies:  
In 1911 an expert in the growing, retting, scutching, and grading of flax was appointed, and his work during the next three years clearly showed that flax culture could be made a very profitable branch of farming, and that, while the climatic conditions were favourable for the growth of the plant, and the yield and quality of the fibre produced compared very favourably with those of other flax growing countries, labour for harvesting was cheap, and the natives were readily trained in the art of retting and scutching. A number of factories have been established in various parts of the country, and had it not been for the difficulty of obtaining the necessary decorticating plant from home numerous additional factories would now be at work. Pre-war prices for B.E.A. flax averaged about £20 a ton, but with improved knowledge on the part of growers regarding retting, scutching and grading higher prices may be anticipated; in fact, a recent consignment sent home realised £220 a ton, this being the current price for higher grade flax on the home market at the time.

The precincts of St. Stephen's girls' College, tastefully decorated with flags, presented a busy scene on Saturday afternoon when a sale of work, organised by the pupils with the assistance of Miss Middleton Smith, the headmistress, and several other ladies, was held for the benefit of the College building fund and the lepers at Palmyra. The stalls contained many articles which called for admiration, particularly the art stall where paintings and drawings executed by the pupils were offered for sale. The general staff was attractive with its load of articles made by the pupils. Other attractions were a gold fish stall, managed by Miss Kwok Chun Ying, a sweet stall, in charge of Miss Ng Hoopli, Fish Pond, Aunt Sally, Lucky Dip and Coconut Sby.  
Among those who assisted at the various stalls were the Revs., E. W. L. Martin and E. E. Stewart, Commander Sampson and Mr. Mackintosh, Mrs. Sampson, Mrs. Mackintosh, Mrs. Higgins, Mrs. Earle, Mrs. Hewitt and Mrs. Roffey, the Messes Barney, Atkins, A. Kwok, Hazeland, Cheung, Smith, Chan Kwai and Higgins.  
The sale was opened at 3 p.m. by Lady Stubbs who was received by Miss Middleton Smith, Archdeacon Barnett and Mr. Kwok Shu-lan. Lady Stubbs needed no introduction, for it was only a week ago that her Ladyship took a leading part in forming a committee for the purpose of helping to raise funds for the building of a new school on the adjacent ground. St. Stephen's girls' College had good reason to be grateful to Lady Stubbs for the special interest she had taken. Lady Stubbs was closely identified with the institution in as much as her children were being educated in the College.  
Lady Stubbs then presented the prizes won in the following competitions. Doll-dressing Competition, Miss Lo Pak-ki; Painted Fan Competition, Miss Tso Shuk-ki; Bag Competition, Miss Diana Ho.  
After presenting the prizes Lady Stubbs congratulated the pupils and the teachers on the splendid exhibits in the different stalls. She hoped that work would soon start with the new school building which, when completed, would be the pride of the College. She had much pleasure in declaring the sale open. Lady Stubbs then inspected all the stalls, making a number of purchases.  
Surgeon-Captain F. J. A. Dallah, C.M.C., has been posted to the Naval Hospital at Hongkong. Joining the medical department of the Royal Navy in 1892, he reached his present rank in March, 1907; served in the late war with much distinction, was fleet surgeon on the hospital ship "Rena" when the war opened, and gained much reputation for his very clever handling of wounded and ill in several spheres of naval activity (mentioned in despatches C.M.G.). He made a particular study of bertha some years ago, and was specially promoted to the rank of Fleet Surgeon in recognition of conspicuous professional merit. He was also honoured by the British Medical Association in the same connection.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)  
**FIG. IRON PRICES.**

PARIS, October 8th.  
A Havre message says:—  
Owing to the Government's timely measures to provide a comparatively cheap fuel for industrial purposes, the prices of pig-iron and various steel products have dropped 50 per cent.

**UNITED STATES CENSUS.**

LONDON, October 8th.  
A New York message says the official census gives the population of the United States as 105,500,000, an increase of over 14 per cent. as compared with the last census.

**THE IRISH SITUATION.**

LONDON, October 8th.  
The Government is seriously considering the Irish railways problem arising from the men's refusal during the past three months to handle troops, police and munitions. The railways are still controlled by the State in the same way as in England, and the withdrawal of the subsidy is declared to be possible. It would create an acute situation throughout the country. Recently many important branch lines were closed, while yesterday a train from Londonderry was cancelled, owing to the refusal of the firemen and the guard to work while six armed men occupied a compartment. It is pointed out that the situation in which the Government is not allowed to use the railways, which it subsidises, for its most vital purposes, cannot continue.

LONDON, October 8th.  
Viscount Grey, in a further communication to the *Westminster Gazette* replies to Mr. Asquith's letter, suggesting that the naval powers which Mr. Asquith proposes to give Ireland only are the same, on paper, as those conceded to the other Dominions and will be qualified in practice owing to the geographical position of Ireland.  
Viscount Grey further feels that Ireland can no longer be regarded as "a trust" adding that it is a failure. He considers that the trust was to fulfil the trust towards Ireland is to wind up the British management in purely Irish affairs.

LONDON, October 8th.  
While there was a slight decrease in the number of serious political crimes in Ireland during the week ended October 5th, attacks on forces of the Crown increased, according to a Dublin Castle report.  
Eight policemen were killed and 8 wounded, as compared with 10 killed and 10 wounded in the previous week. Attacks on the police increased from 8 to 22. There were 50 convictions and 22 acquittals. Official details of the attack on the police at Feale, East Clare, show that a sergeant and five constables were proceeded in couples at intervals of twenty yards with the police fired on from the upper windows of the post office and an adjoining house, also from the other side of the road. The Constabulary was thus caught in a triangular fire. One constable was killed outright. The sergeant died an hour later. Another constable was severely wounded but dragged himself towards safety.  
Four finally reached the barracks under a harassing fire the whole way. The bodies of the dead were recovered later. Their rifles and accoutrements were missing.

**UNITED KINGDOM TRADE.**

LONDON, October 8th.  
The Board of Trade returns for September record another notable increase in exports and the lowest total imports since last November.  
The exports total £117,500,000, an increase of £4,000,000.  
The exports of cotton yarns and manufactures registered an advance of nearly £20,000,000, and those of woollen goods and worsted yarns and manufactures £3,500,000.

**NEW BRITISH LOAN.**

LONDON, October 8th.  
The *Times* says a prospectus is being issued of a new British loan, nominally of £15,000,000, bearing 3 per cent. interest. Local loans stock has been issued as fifty for housing and other purposes.

**"SHIP OF STATE."**

LONDON, October 8th.  
Mr. Lloyd George addressed before four and five thousand persons at the Llandudno meeting of the Welsh National Liberal Council. The Premier was given a magnificent reception. In the course of a long speech, the Premier defended Coalition as the only possible form of government, and aroused his audience to enthusiasm with the picturesque description of himself as standing on the bridge of the ship of State through much bad weather which bleached his hair. "We are not yet," said the Premier, "out of the danger zone. There are still breakers on the horizon, and I see gallant ships, like Russia, dismasted through the waves. Don't send anyone down until the ship is safe. Despite all misrepresentations and veerings, I will do my duty to the end, God helping me."

**ILFORD BY-ELECTION.**

LONDON, October 8th.  
The Ilford by-election, resulted as follows:  
The *Mr. W. H. (Coalition Unionist)*, 15,819  
The *Mr. P. M. King (Labour)*, 6,377  
The *Mr. Thompson (Liberal)*, 9,516

**CONSORTIUM TO BE PERFECTED.**

NEW YORK, October 8th.  
It is announced that the international consortium for financial and economic assistance to China will be perfected at a conference of British, French, Japanese and American delegates here, beginning from October 11th, following the return of Mr. T. W. Lamont from the Far East.

## BUSINESS NOTICES

**J. T. SHAW**  
— TEL. 692 —  
**PURE WOOL UNDERWEAR**  
— IN ALL WEIGHTS —  
**JAEGER AND MORLEY'S**  
**HIGH GRADE UNDERWEAR**  
FOR PERFECTION OF FINISH, QUALITY OF WOOL, AND BEING UNSHRINKABLE, WITHOUT DOUBT THE VERY BEST OBTAINABLE.  
ALSO STOCKED IN SILK & WOOL.  
— ALL SIZES —  
**SPECIALIST IN MEN'S WEAR**  
NEXT DOOR HONGKONG HOTEL.

WE NOW HAVE LARGE SUPPLIES OF  
**BEE TLE VIRUS.**  
HARMLESS TO DOMESTIC ANIMALS, SAFE AND CLEANLY TO USE, BUT MOST EFFECTIVE IN THE  
**EXTERMINATION OF COCKROACHES.**  
OBTAINABLE FROM  
**THE PHARMACY**  
TEL. 345. FLETCHER & CO. TEL. 346.  
22, QUEEN'S ROAD.

**J. ULLMANN & Co.**  
French Firm, Established 1860.  
Quality, Variety, Perfection.

**THE GENERAL ELECTRIC CO. OF CHINA LTD.**  
  
**HEATING APPARATUS**  
KETTLES, IRONS, HOT PLATES,  
COFFEE PERCOLATORS, SAUCE PANS.  
A LARGE SELECTION. MODERATE PRICES.  
QUEEN'S BUILDINGS. TEL. 518. HONGKONG.

**WHISKIES.**  
MacGregor's V.O.S. Johnnie Walker Red Label.  
Extra Special Finest Lightest. Johnnie Walker Black Label.  
**CALDBECK, MACGREGOR & CO., LTD.**  
15, QUEEN'S ROAD CENTRAL. TEL. 75.

**HANDLEY PAGE**  
MULTIPLE ENGINE BIPLANES  
**HANDLEY PAGE LTD.**  
Orickwood, London, N.W. 2.  
Sole Agents for China:  
**PEKING SYNDICATE LTD.**  
Sub-Agents for Hongkong and South China:  
**W. R. LOXLEY & CO.**  
Hongkong.







## Hughes & Hough

Auctioneers to the Government.

General Auctioneers  
Share, Coal and General  
Produce Brakers and  
Commission Agents.

PROPRIETORS  
"Te-Kwa-Wan" Coal Storage.

Under used  
Bentley's  
A. 1. C. 4th & 5th Editions.  
A. 1. Telegraphic Code.

Telephone Address  
"MOTOR" 1000000.

## PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

**WEDNESDAY,**

October 13, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

**WHITE GOODS, &c., &c.,**

Comprising:—

Pillow Cases, Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Drawwork Bedspreads, Table Covers, Crochet and Drawwork Doilies, Table Cloths, Linen Damask Serviettes.

Also

A few lots of Kit Bags, Suit Cases, and Attache Cases, etc.

**FRANC—Cash.**

**HUGHES & HOUGH,**

Auctioneers.

Hongkong, October 6, 1920.

G. R.

THE Undersigned have received instructions to sell by Public Auction, on

**MONDAY,**

the 18th October, 1920, at 10.30 a.m., within the Chamber, at Naval Depot, Kowloon.

**H.M.S. "SANDPIPER,"**

Length between perpendiculars 100 ft.

Breadth, extreme 20 "

Depth in hold, side of Upper Deck 5' 9"

(Flat Keel to upper plating midships)

Tonnage according to British Rules 25 tons

At mean draft of 2 ft. 2 in.

Present mean draft 2 ft. 4 in.

Where:—Hongkong

By whom:—By whom:—Sections by Yarrow & Co.

**Materials of Construction:—**

Wood—Deck Sheathing, Fittings in Cabins, Messes, &c.

Iron—Deck Fittings, &c.

Steel—Hull, Bulkheads, Fittings, &c.

Decks, names of:—

Main, Hold and Battery Decks.

Armour—Nil.

As she now lies.

A detailed list of fittings to be sold with the Ship may be seen at the Office of the Naval Store Officer, H. M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Constructor, H. M. Dockyard, Hongkong.

The Vessel will be open to inspection from the 15th Sept. to the day of sale inclusive, between the hours of 10 a.m. and 4 p.m. Inspecting orders can be obtained with full Particulars and Conditions of Sale on application to the Auctioneers.

On presenting this order to the Pier Master in the Dockyard the person named therein will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.

**HUGHES & HOUGH,**

By Appointment Auctioneers to the Admiralty.

Hongkong, September 14, 1920.

G. R.

THE Undersigned have received instructions to sell by Public Auction, on

**TUESDAY,**

the 7th December, 1920, at 11 a.m., within the Chamber, at Naval Depot, Kowloon.

**H.M. TUG "ST. SAMUELSON,"**

Length between perpendiculars 135 ft. 0 in.

Breadth, extreme 30 " 9 in.

Depth (under side of 6 in. 16 " 7 in.

Bar Keel to Upper Deck

Tonnage according to British Rules, Gross 451 ft. 01 Tons.

Nominal Displacement 850 Tons.

At mean draft of 13 ft. 10 in.

Present mean draft 10 ft. 9 in.

Where:—Hongkong

By whom:—By whom:—Sections by Yarrow & Co.

**Materials of Construction:—**

Wood—Fittings in Cabins, &c.

Iron—General Fittings on Deck, &c.

Steel—Hull, Bulkheads, &c.

Decks—Forecastle, Upper and Lower.

A single screw steel steamer of I.H.P. 1200 fitted with internal electric lighting at 100 Volts.

Build under Lloyd's survey. 100 A.L. for towing purposes.

Port of Registry, Hongkong.

To be sold as she now lies at H. M. Dockyard, Hongkong. A detailed list of fittings to be sold with the Ship may be seen at the Office of the Naval Store Officer, H. M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Engineer, H. M. Dockyard, Hongkong.

The Vessel is now on view between the hours of 10.00 a.m. and 4.00 p.m. Inspecting orders can be obtained on application to the undersigned.

On presenting inspecting order to the Pier Master in the Dockyard the person named therein will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.

**HUGHES & HOUGH,**

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Hongkong, Oct 6, 1920.

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Also

A few lots of Kit Bags, Suit Cases, and Attache Cases, etc.

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Present mean draft 2 ft. 4 in.

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**Materials of Construction:—**

Wood—Deck Sheathing, Fittings in Cabins, Messes, &c.

Iron—Deck Fittings, &c.

Steel—Hull, Bulkheads, Fittings, &c.

Decks, names of:—

Main, Hold and Battery Decks.

Armour—Nil.

As she now lies.

A detailed list of fittings to be sold with the Ship may be seen at the Office of the Naval Store Officer, H. M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Constructor, H. M. Dockyard, Hongkong.

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By whom:—By whom:—Sections by Yarrow & Co.

**Materials of Construction:—**

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Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

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**SPECIAL SHOW**  
THIS WEEK OF  
**CHILDREN'S WHITE,**  
AND  
**COLORED COATS.**  
— IN ALL SIZES —  
**HATS, AND BONNETS,**  
TO MATCH.  
**JERSEYS — JERSEY SUITS**  
AND  
**KILTIES.**

## BIRTHS.

**HOLLAND.**—On October 4, 1920, at Shanghai, to Mr. and Mrs. A. F. T. Holland, a daughter.  
**ANDREWS.**—On October 4, at Shanghai, the wife of H. J. Andrews, a daughter.

## DEATH.

**SHAMLYN.**—By accidental drowning at Kiang, on October 5, Effie Ida Maud, eldest daughter of the late J. H. Hamlyn and Mrs. Hamlyn, of Shanghai.

## The China Mail.

HONGKONG, MONDAY, OCT. 11, 1920.

## DISTANT BREAKERS.

How unkind Renter sometimes is to our Great Men! He puts in his Jack Hunter thumb and pulls out a plum from their speeches, and cables it great distances to a scattered public avid for the essence of political wit and wisdom. Sometimes when he puts in his thumb he puts his foot in it. Then we get the queer little fragments that add innocent gaiety to the life of Hongkong. Every mariner who read the cable news in this morning's *Daily Press* must have enjoyed a smile at the telegram headed "Ship of State," giving an extract from what the intelligent sub-editor decided must have been a picturesque address, by Lloyd George. Mr. George can be eloquent at times, and is a shrewd debater; but like any other man who picks his own metaphors from an unfamiliar field, he is liable to get them wrong. He described himself as standing on the bridge of the ship of state through much bad weather which bleached his hair. "We are not yet," he added, "out of the danger zone. There are still breakers on the horizon." If there were any seafaring men among the five thousand people who listened to him at Llanudno, we cannot imagine them feeling impressed by this picture of a ship. Breakers "on the horizon" do not usually put shipmasters into such a funk that they "s.o.s." their owners not to order them off the bridge, as Lloyd George virtually did when he prayed those people, "Don't send anyone down until the ship is safe." He said, "I saw gallant ships, like *Madra*, dismantled through the

waves. He hasn't any need to consult Mr. Lazarus, our eye expert, if he can see that sort of thing, and especially if he can detect breakers right away on the horizon. How exactly and aptly does his metaphor fit coalition politics. They have "got the wind up" about Bolshevism, or rather about the proletarian unrest which they hope to check by raising the turnip boggle of Bolshevism; they see breakers "on the horizon," and they send up rockets and burn flares. They are in no danger from breakers so far away that they cannot hear the roar of them. There is plenty of time to put in a relief crew, sent out in the tender "General Election," to change the skipper and officers, and to issue different sailing directions and orders. Indeed, it would not be unwise to carry on with the metaphor of the ship of state, and to say that the Coalition are a gang of multi-pliers, who have seized the ship, and disregarding the wireless instructions of the owners, The People, Limited, are sailing off on a wrong course with dishonest intentions, which include piracy.

## ANOTHER REPLY TO "NEPTUNE."

"Neptune" must be the Prize Ass. He brayed on Saturday about the Guilds' defeat in the last arbitration, which they won. In his first paragraph he said that "now freights are falling fast," and forgot all about it when he got to the fourth paragraph, in which he said freight rates remained "almost the same as last week." We cannot honestly copy him and say that he is fast improving at his job, and getting a swifter of commonsense and decency, so long as he continues to remain "about the same," which means a clumsy sycophant.

## SUICIDE AND THE LAW.

These are not helpful thoughts. They have no purpose. But they are reflections that must enter any pensive mind when a representative of the law states from the Bench that suicide is "an unlawful act." In this case it was an unsuccessful attempt at suicide that was reprimanded. It would sound odd to say that the only intention of the law is to punish those who do not succeed in committing suicide, but whom else can the law punish? It cannot be a deterrent, because a successful suicide is be-

yond the reach of the arm of the law. Its only possible effect, in a serious case, can be to ensure that the party will "make sure" on the next occasion. It is to be presumed that before a person decides to commit suicide the tide of trouble has risen so as to overwhelm his mind. Then how can one extra little wave matter? The super-added trouble of a prosecution must seem a trifling and ignominious addition. What is the point and purpose of such prosecutions? Were the law not so very much *The Ass* it is facetiously called, it would say that as accomplished suicides are beyond its jurisdiction, so ought unaccomplished suicides to be. Bring them not forth as criminals, but subject them to the sympathetic and reasoned counsel of the nearest sane person, who would be little their troubles, soothe and pacify their spirit, and kindly refresh their interest and hope. Or if not—then the case is hopeless, anyway. It is a fact that only a small percentage of such attempts are repeated, but the deterrence was not due to the police prosecution, nor to the magisterial decision. It was due to the shock of realization, that the leaving of life is not easy, and has unpleasant features about it. The unbalanced mind was steadied by the shaking, as a watch may sometimes be induced to go. If we agree that such prosecutions lack point and purpose, like every operation of law should have, if we consent to the proposition that they cannot and never do produce any benefit, either to the party concerned or to society, why do we permit them to go on? It is probably a relic of an ancient superstition, a bit of vindictiveness belonging to the odium theologicum, a revenge of offended society. Suicide is very foolish. It is an irrevocable act, that often subsequently appears (and would so appear to the person concerned) as unnecessary. But to call it unlawful is silly, because the law cannot touch it. Its morality or immorality depends on circumstances. Geographically its ethics vary. Asiatics see it differently to some Europeans, though at one time Saxony in Germany was very Japanese in this particular. The Danes also had a high percentage. In most European countries, they tell us, the suicide rate is increasing. Japan, that progressive country, seems now to be undergoing a reaction against it. The *Encyclopaedia Britannica* says that suicide is much more common in Protestant than in Roman Catholic countries, while Jews have a smaller suicide rate than Roman Catholics. Agnostics never commit suicide. It is noteworthy, and understandable, that as elementary education advances, suicide increases. A little knowledge is the dangerous thing. A seasonal relation is noted in all European countries, the number of cases swelling during the first six months of the year and declining in the second half.

It is not a nice subject to talk about, is it? But to talk commonsense about it must be better than to talk of it sensationally or sentimentally. To tell people that it is unlawful certainly will not stop it, or reduce it. To talk of it as silly seems best, from the social point of view. The most terrible thing that can happen to us can be laughed at a year later, so why suicide and miss that laugh?

## CHINA MAN'S BIGAMY.

### CABLE FOR DIVORCE.

### RETURN TO ENGLAND TO MEET CHARGE.

A man who wired from China to his wife in England, asking her to institute divorce proceedings, was charged at Biggleswade ( Beds ) yesterday with bigamy reports the *Daily Chronicle* of August 25. Frederick Augustus Page Patrick was married at Hampstead in July, 1914, and some time later went to China as manager for the British and American Tobacco Company (at Yunnanfu). Here he fell in love with Jeanne Munie, a well-connected French girl, and believing that his wife had been a divorcee, married her. The real wife, who had meantime inherited £7,000 under the will of a Russian, had, however, only sued for a separation, and when Patrick heard this, "wires" a *Daily Chronicle* correspondent, he returned to England to meet the charge of bigamy. He was committed for trial.

## DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germ. When there are cases of diphtheria in the neighbourhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also cleans out the culture which forms in a child's throat when it has a cold, and minimizes the risk of contracting infectious diseases. For sale by all Chemists and Storekeepers.

## SPECIAL CABLES.

### SHANGHAI BOLSHEVIKS.

### INFLAMMATORY HAND BILLS.

### THE POLICE WATCHFUL.

SHANGHAI, Oct. 11. Shanghai Bolsheviki on Sunday distributed inflammatory hand bills inciting the Chinese to overthrow the politicians and militarists. The distribution synchronised with the Republican anniversary celebration when large numbers of workers and shopmen were on holiday. The police are watchful.

### WAR PRISONERS.

### ARRIVAL IN SHANGHAI.

### TRAVELLING TO TRIESTE.

### [China Mail Special]

Shanghai, Oct. 7. Two thousand war prisoners, chiefly Hungarians and Galicians, arrived from Siberia en route to Trieste by the steamer "Scharnhorst."

### JUSTICE MET.

### SHANGHAI MOTORIST FINED.

### MONTHLY COMPENSATION TO BE PAID.

SHANGHAI, October 11. Ollerdsen has been fined \$100, and ordered to pay \$19 a month to the widow of the Chinese workman killed by his motor car. Judge Lobinger held that a prison sentence was not necessary, compensation meeting the ends of justice.

### LOCAL AND GENERAL.

Chess players in Shanghai will learn with much satisfaction that there is every chance of the International Chess Club being revived.

Miss Hodge, who has held the important position of Matron at the International Hospital at Kobe for some years, left Japan by the R.M.S. "Empress of Japan."

Among the passengers travelling from Shanghai to London on the P. & O. s.s. "Nankin," which left here yesterday were Lord Acheson and Mr. W. H. Griffith.

The prize day of the Hongkong Lawn Bowls League, fixed for Saturday, was postponed to next Saturday. The final of the open singles championship is being played at 4 p.m. today.

Mr. Peter Leung Hing Kee, member of the Governing Council of Macao and brother of the Chinese billiardist, Mr. Leung Kam Kong, has returned to Hongkong from a tour around the world.

A company is proposing to provide Manila with a modern theatre at the Mehan Gardens, modelled after the most fashionable ones in New York and Paris. An expenditure of P600,000, is contemplated.

Yesterday, the anniversary of the Chinese Republic, was observed as a general holiday by the Chinese. To-day the Chinese Y.M.C.A. is organising an assembly of some 2,000 young people to salute the flag. A generous friend has presented flag badges for them.

A Yunnanese, who came to Hongkong to visit his relatives, was yesterday mistaken for a Kwangsi soldier and assaulted outside a boarding house by a number of coolies who robbed him of \$402 in money, a silver watch, a pair of gold-rimmed spectacles and a felt hat. The Police arrested one of his assailants.

A new motor company known as the Shanghai Taxi Co., Inc., has just started operations in the Model Settlement. It has a capital of \$50,000 all of which has been subscribed. Captain W. L. Eisler, has been appointed president; Mr. J. S. Dolan, vice-president; Mr. D. Haimovitch, treasurer; and Mr. H. V. Bernard, secretary.

A whist drive and dance were held on Friday evening by the R. E. Junior N. C. O. and Sappers' Club, in the R. E. Theatre, when 150 players took part. The prize winners were—Ladies—J. Mrs. Andrews (145); 2. Mrs. Pricker (142); 3. Mrs. Spardon (140); 4. Mrs. Hunt (138); 5. Mrs. Blunden (111); Gents—1. Cpl. Sperry R. E. (149); 2. Mr. Kenick (148); 3. Mr. Tate (148); 4. Sapper, Estorff (148); 5. Cpl. Robinson, R. E. (109). The dance which followed was much enjoyed. Cpl. Hill ably carried out the duties of M. C.

On September 30 at noon, four foreigners called at the house of Mr. B. Firth, in Shanghai, when there were only the native servants about the place, and pretending they had called about taking over the house, went through all the rooms. The boys accompanied them and nothing was stolen or damaged. On Mr. Firth's return at night he was told of the occurrence and he notified the police. The foreigners were unknown to the boys.

## SATURDAY'S GYMKHANA.

### A SUCCESSFUL MEETING.

### THE GYMKHANA CUP.

The Hongkong Gymkhana Club held its fourth meeting of this season at Happy Valley on Saturday, a good afternoon's sport being provided. The racing was witnessed by a good crowd, the sweeps running up merrily. There was an animated scene in the grandstand and enclosure. H. E. the Governor and Lady Stubbs were present during the afternoon. The Gymkhana Stakes went to Slam ridden by the Hon. Mr. John Johnstone, who won by half a length from Spotted Sand, with Scores up. These ponies now have equal marks and the next meeting will decide the ownership of the cup. The Ladies' Nomination Race provided plenty of excitement. The Band of the Wiltshire Regiment rendered music. The officials were:—His Excellency Sir R. E. Stubbs, K.C.M.G. His Excellency Vice-Admiral Sir A. L. Duff, K.C.B., His Excellency Major-General F. Ventris, C.B., Commodore W. Bowden-Smith, C.B.E. Committee—The Stewards of the Hongkong Jockey Club (Ex-Officio). The Hon. Mr. John Johnstone, Messrs. D. M. Ross, C. H. Blason, D. E. Clark, L. N. Leffe, Major Timmis. Colonel J. R. Wyndham (Judge). Mr. D. E. Clark (Assistant Judge). Mr. D. M. Ross (Handicapper), Dr. C. Forsyth, and Mr. E. B. Reed (in charge of the Scales). Mr. M. T. Johnson (1st Starter). Mr. E. C. B. Way (2nd Starter). Mr. L. N. Leffe and Mr. C. H. Blason (Paddock). Mr. M. S. Sasson (Time Keeper).

THE RESULTS.  
The results were as follows:—**FIVE FURLONGS HANDICAP, A Class.**—1st prize: \$150; 2nd prize: \$75; 3rd prize: \$50.  
Mr. Towers' Pantile (late Dunmore Dahlia), 154 lbs. (Mr. Soares) 1  
The Hon. Mr. John Johnstone's P.S. 161 lbs. (Mr. Johnstone) 2  
Mr. John Bell-Irving, Brutus, 168 lbs. (Mr. Bell-Irving) 3  
Mr. Nemaze's Sepand, 156 lbs. (Mr. Nemaze) 0  
Mr. Blank's Tredegar, 146 lbs. (Mr. Timmis) 0  
Mr. P. A. Cox's Red Coat, 147 lbs. (Mr. Cox) 0

The ponies got away in good style with P. S. leading, followed by Brutus, Tredegar and Red-coat while Pantile and Sepand brought up the rear. These positions were maintained at the Rock, but then Red-coat, Tredegar and Sepand fell away. P. S. still had the lead at the bend with Pantile and Brutus just behind. A neck to neck race up the straight between Pantile and P. S. resulted in a win by the former by two lengths. Four lengths separated second and third.

Time: 1 min. 20 secs.  
Part-mutuel. Cash Sweep.  
Winner: \$12.90 Ticket No. 1. 5.90 159, \$1,432.20  
2. 6.20 320, 409.20  
3. 6.40 96, 204.60  
Unplaced ponies (\$20 each). Ticket Nos. 349, 458, 298.

**FIVE FURLONGS HANDICAP, B Class.**—1st prize: \$150; 2nd prize: \$75; 3rd prize: \$50.  
Mr. Seth's Cannon, 155 lbs. (Mr. Seth) 1  
Mr. Grimstone's Scottie (late Scotia Dahlia), 160 lbs. (Mr. Grimstone) 2  
Mr. Blank's Cranby, 157 lbs. (Mr. Gibson) 3  
Mr. Soares' Discarded (late St. Chad), 152 lbs. (Mr. Soares) 0  
Mr. D. M. Ross' Georgie Mac, 154 lbs. (Mr. Doyle) 0  
Mr. Dalrem's Sinza, 147 lbs. (Mr. Remedios) 0  
Mr. Jay Pee's Auldio II (late Tamboirine), 147 lbs. (Mr. Nemaze) 0  
Mr. Jay Pee's Orion, 148 lbs. (Mr. Alives) 0

Georgie Mac went to the van at the start, followed by Discarded and Scottie. The rest of the field was bunched up the incline. Cannon came up and displaced Georgie Mac. Cranby was also showing up. At the bend Scottie went up to second place and challenged Cannon strongly as the straight was entered. There was a good race home, Cannon winning by a short head. Cranby was third many lengths behind.  
Time 1 min. 23.55 secs.  
Part-mutuel. Cash Sweep.  
Winner: \$26.20 Ticket No. 1. 8.20 128, \$1,980.30  
2. 11.40 464, 555.80  
3. 12.90 393, 282.80  
Unplaced ponies (\$20 each). Ticket No. 191, 38, 576; 22 555.

**GYMKHANA STAKES—One mile.**—Value \$250; 2nd prize: \$125; 3rd prize: \$75.  
The Hon. Mr. John Johnstone's Slam, 154 lbs. (Mr. Johnstone) 1  
Mr. Soares' Spotted Sand, 161 lbs. (Mr. Soares) 2  
The Hon. Mr. John Johnstone's Lighting, 146 lbs. (Mr. J. Bell-Irving) 3

Lighting led the way as the field passed the judge's box from the start. Spotted Sand was second and Slam in the rear. Spotted Sand went into the first position at the rock with Lighting second. Slam came to the second position, displacing Lighting. A fine struggle then ensued up the straight, ending in favour of Slam by half a length. Lighting was three lengths away from Spotted Sand.

Time: 2 mins. 11 1/5 secs.  
Part-mutuel. Cash Sweep.  
Winner: \$11.40 Ticket No. 1. 11.70 580, \$2,245.60  
2. 296, 641.60  
462, 320.80

**LADIES' NOMINATION: BAIL AND BUCKET RACE.**—Each competitor, mounted on China pony, had 2 or 3 posts with polo balls on top, and a bucket, assigned to him. He had to ride to a post, take off ball, ride to bucket, and drop ball in returning for each other ball in the same manner, and when all had been dropped in bucket, ride past winning post.  
If a ball fell to the ground, the competitor could dismount to recover it, but no balls could be removed from post or dropped in bucket unless the competitor was mounted at the time, and each ball had to be dealt with successfully before starting for another. Any competitor acting in such a way as to interfere with another competitor might be disqualified, and any competitor so interfered with might run again at the discretion of the judge. Prizes presented by the Gymkhana Club to 1st, 2nd and 3rd competitors and Souvenirs to the Ladies nominating same.  
Mr. C. Sargeant, nominated by Miss Mitchell 1  
Mrs. J. M. Dodington, nominated by Mrs. Wyndham 2  
Mr. A. J. Samut, nominated by Mrs. Pearse 3  
Mr. H. Seth, nominated by Miss Seth 0  
Mr. J. Bell-Irving, nominated by Mrs. Bell-Irving 0  
Hon. Mr. John Johnstone, nominated by Mrs. Moscon 0  
Mr. S. E. Grimstone, nominated by Miss Ancott 0  
Mr. P. A. Cox, nominated by Mrs. Crockett 0  
Major C. A. Law, nominated by Mrs. Lam 0  
Major A. W. Timmis, nominated by Mrs. Timmis 0  
Mr. R. M. P. Beaver, nominated by Mrs. Jessell 0

As there was a large number of entries the event was worked off in heats, the finalists being Mr. C. Sargeant, Mr. J. M. Dodington and Mr. A. J. Samut. Keen competition resulted between the first and second named.  
Part-mutuel. Cash Sweep.  
Winner: \$91.50 Ticket No. 1. 28.00 467, \$2,017.40  
2. 74.20 267, 576.40  
3. 282.00 70, 288.20  
Unplaced ponies (\$20 each): Ticket Nos. 468: 501; 68; 481; 407; 36; 504; 179.

**ONCE ROUND RACE.**—1st prize: \$150; 2nd prize: \$75; 3rd prize: \$50.  
Mr. N. J. Stabb's Salamander, 160 lbs. (Mr. Doyle) 1  
Sir Paul's Blackbird Dahlia, 160 lbs. (Mr. Seth) 2  
Mr. Ferdinand's Pawnshop, 160 lbs. (Mr. Soares) 3  
Mr. John Bell-Irving's What Is It, 149 lbs. (Mr. Bell-Irving) 0  
Another close finish, Salamander winning by a short head from Blackbird Dahlia, who led Pawnshop by a length.

Time: 2 mins. 03 4/5 secs.  
Part-mutuel. Cash Sweep.  
Winner: \$28.40 Ticket No. 1. 9.10 567, \$2,197.30  
2. 6.40 484, 627.80  
426, 313.90  
Unplaced ponies (\$20 each): Ticket No. 537.

**DISTANCE HANDICAP, about half-a-mile.**—1st prize: \$100; 2nd prize: \$60; 3rd prize: \$40.  
Mr. Seth's Moonshine, 155 lbs. 45 yards start (Mr. Seth) 1  
Mr. Soares' Discarded (late St. Chad), 155 lbs. 60 yards (Mr. Soares) 2  
Mr. John Bell-Irving's Ringwood, 155 lbs. 50 yards (Mr. Bell-Irving) 3  
Mr. P. A. Cox's Red Coat, 155 lbs. 40 yards (Mr. Cox) 0  
Mr. John Bell-Irving's Wee Mouse, 159 lbs. 40 yards (Mr. Doyle) 0  
Mr. Blank's Tredegar, 158 lbs. 50 yards (Mr. Gibson) 0  
Capt. H. S. McGrath's Sesame (late Claymore Dahlia), 155 lbs. 55 yards (Major Timmis) 0  
Mr. C. Sargeant's Winterlight, 158 lbs. 55 yards (Mr. Sargeant) 0  
Mr. R. A. Denne's Wakeford, 155 lbs. 65 yards (Capt. Beaver) 0  
Mr. Jay Pee's Auldio II, 155 lbs. 65 yards (Mr. Alives) 0  
Mr. Martinho's Backup, 155 lbs. 70 yards (Mr. Harriman) 0  
Mr. Nemaze's Supper Dance, 155 lbs. 75 yards (Mr. Nemaze) 0  
Mr. Dalrem's 155 lbs. 75 yards (Mr. Remedios) 0

Moonshine took this event by two lengths from Discarded, Ringwood was third four lengths away.  
Part-mutuel. Cash Sweep.  
Winner: \$21.90 Ticket No. 1. 9.50 505, \$2,222.50  
2. 11.60 295, 635.00  
3. 11.70 121, 317.50  
Unplaced ponies (\$20 each). Ticket Nos. 539; 130; 541; 450; 530; 698; 448; 263; 217; 471.

**HANDICAP, One and a quarter mile.**—1st prize: \$200; 2nd prize: \$100; 3rd prize: \$50.  
Mr. Soares' Siamese Cat, 157 lbs. (Mr. Soares) 1  
The Hon. Mr. John Johnstone's Burning Daylight, 156 lbs. (Mr. Johnstone) 2  
Mr. John Bell-Irving's Attraction, 152 lbs. (Mr. Bell-Irving) 3  
The Hon. Mr. John Johnstone's Alexander, 164 lbs. (Mr. Doyle) 0  
Mr. Nemaze's Sepand, 145 lbs. (Mr. Nemaze) 0  
Mr. Sain's St. John (late Season Ticket), 145 lbs. (Mr. Harriman) 0

## ST. ANDREW'S SOCIETY.

### ANNUAL REPORT.

### WORDS FOR SCOTCHIE INFIRMARIES.

The report of the Committee of the Hongkong St. Andrew's Society, for presentation at the thirty-ninth annual general meeting, to be held at the City Hall on Thursday, at 5.30 p.m. states:—  
The balance at credit of the Society now stands at H.K. \$4,867.17, to which must be added the sum of Straits \$6,926.91 at our credit with the Hongkong and South China War Savings Association, as against Hongkong \$3,842.64 and Straits \$6,926.91 respectively last year. The sum of \$21,443 12s. 2d. raised by the Heather Day Celebration in 1918, and as mentioned in the last report, sent to Sir Charles Addis, was on 5th February, together with interest accrued, allocated as follows: To the Royal Infirmary, Edinburgh, \$11,048 17s. 1d. and to the Royal Infirmary Glasgow, \$11,048 7s. 1d. In both cases a ward has been endowed and a suitable tablet, commemorating the Society's gift, erected. A dinner to celebrate the birth of Robert Burns was held on Saturday, the 24th January, the 25th being a Sunday, when a very enjoyable evening was spent. The sum of \$7.00 was expended during the year in assisting a distressed Scotsman. Your Committee deeply regret to record the death of two Past Presidents: Mr. C. E. Ross (1911/12) and Mr. A. G. Gordon (1916/17). Eighty-two new Members joined the Society during the year and it is hoped members will continue to give their assistance by bringing forward new names. The Accounts have been audited by Mr. R. Bruce, to whom our thanks are due.  
G. M. Young, President.

### GENERAL ACCOUNT.

	1918/19	1919/20
To Balance carried forward from last year	\$3,107.44	\$3,842.64
To Subscriptions collected	515.00	1,058.30
To Donations	270.00	25.00
To Interest on Current Account	83.69	142.64
To Interest on Straits War Loans	135.21	202.90
Hongkong	\$4,111.34	\$5,271.48

By Charities	\$150.00	\$ 7.00
By Disbursements	118.70	397.31
By Balance in Current Account with Hongkong and Shanghai Banking Corporation at 31/8/20	3,842.64	4,867.17
Hongkong	\$4,111.34	\$5,271.48

### DEPOSIT ACCOUNT.

To War Loan Investment Trust of Malaya 6 per cent.	\$ 197.29
To Straits Settlement War Loan 5 1/2 per cent. (1928)	\$ 203.62
To Straits Settlement War Loan 6 per cent. Conversion Loan, repayable 15 Nov., 1929	6,526.00
Straits	\$6,926.91
By Balance	\$6,926.91
Straits	\$6,926.91

### BAIL ACCOUNT.

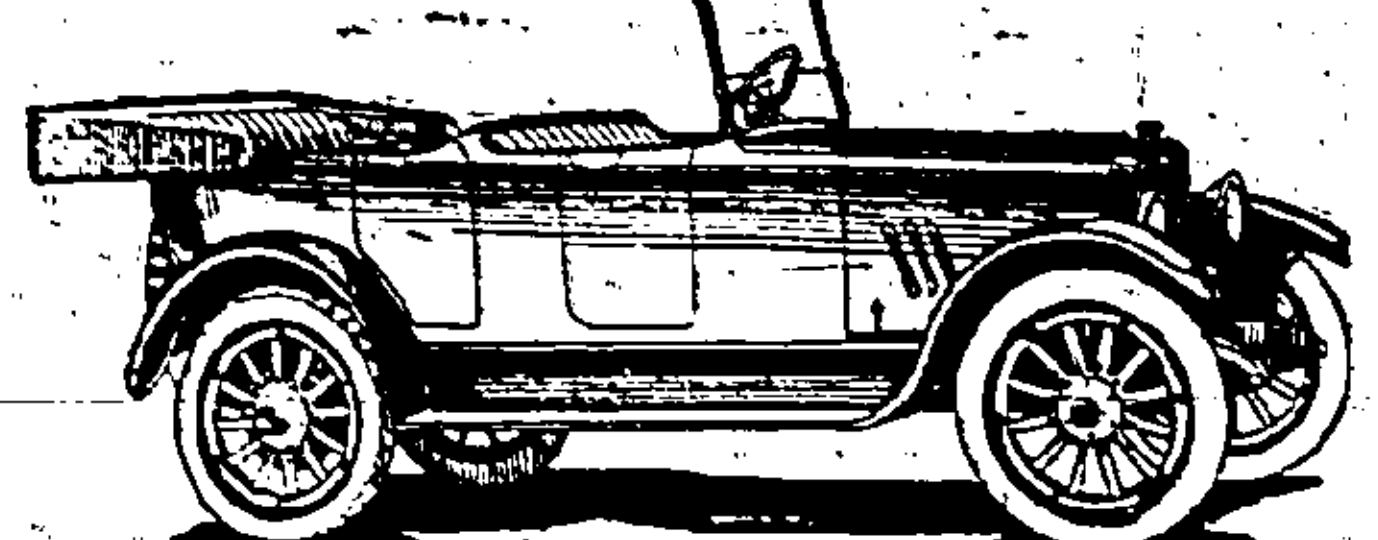
To Subscriptions	\$7,062.44
Hongkong	\$ 7,062.44
By Cloak Room Committee	\$ 49.10
By Card Room Committee	27.05
By Practice Dances	800.89
By Dance and Music Committee	374.06
By Invitations Committee	110.00
By Reception Committee	856.15
By Supper and Wine Committee	4,052.48
By Police Department and Sundries	46.75
Hongkong	\$ 7,062.44

Capt. H. S. McGrath's Patrick (late Dunmore Dahlia), 140 lbs. (Major Timmis) 0  
St. John and Patrick led together, followed by Alexander, Burning Daylight, Siamese Cat and Attraction, with Sepand in the rear. The same positions were maintained till Siamese Cat took the lead, with Burning Daylight and Attraction at his heels. In the straight Siamese Cat still led, with Burning Daylight about half a length behind. Siamese Cat, however, maintained his lead and won by one and a half lengths. Attraction was third, three lengths separating him from Burning Daylight.

Time: 2 mins. 51 4/5 secs.  
Part-mutuel. Cash Sweep.  
Winner: \$24.90 Ticket No. 1. 6.90 316, \$2,572.50  
2. 5.80 821, 735.00  
3. 7.30 278, 367.50  
Unplaced ponies (\$20 each): Ticket Nos. 471; 9; 101.



**MERCURY MOTOR CAR CO.**  
59-61 Des Voeux Road Central,  
HONGKONG.



CRICKET.  
INTERPORT TRIAL MATCH.  
EASY WIN FOR HANCOCK'S XI.

### CRICKET.

#### INTERPORT TRIAL MATCH.

##### EASY WIN FOR HANCOCK'S XI.

On the H.K.C.C. ground on Saturday, a second trial cricket match was played for the selection of the team to represent Hongkong in the forthcoming Interport matches with Shanghai and Singapore. This time the weather conditions were favourable, but the match was a failure, as it was too one-sided to be of much assistance to the Selection Committee. Several of the players who figured in the previous Saturday's match, were dropped out. The teams looked well matched on paper, but the fact that there were several absentees, including the wicket-keeper of Turner's team spoiled things considerably, and brought about the unsatisfactory result obtained.

Owing to the rain of the previous day, the ground was a little soft, and for a time the bowlers did the best of it. Bird and Davies doing particularly well. Turner's XI started badly. Sayer was put out by the wicket-keeper for six runs, and De Rome was caught at seven. Evans next joined Rumjahn, and started very promisingly, but went out at 19. Wilson followed him with the score at 25. Five wickets went down for 31, six for 33 and eight for 33. Rumjahn and Wood were disposed of by Harris with succeeding balls. Wood was very unfortunate in being bowled from his pads. The last two batsmen ran themselves out, and the innings closed for 58 runs, Rumjahn being top scorer with 14.

Hancock's innings opened quite differently, and in spite of the fact that Turner had such bowlers as Edwards, De Rome, Rumjahn and Oliver in his team, they could do nothing with the ball, and the batsmen reaped a good harvest. Grey was dismissed at eight, Braxa at 11. Squibs at 15, and then came Bagnall who saw the score to 43 before he was caught. The fifth wicket brought the score to 67. The other batsmen who followed, had a royal time. Capt. Davies hit two sixes and Major Bagnall one, Evans and Edwards being the bowlers. The innings closed at 147 runs.

Another test match is being played to-day.

The scores were:

TURNER'S XI.			
G. R. Sayer, b Davies	5		
A. A. Rumjahn, c and b Harris	14		
F. J. de Rome, c Pearce, b Reed	0		
B. D. Evans, b Reed	0		
W. D. Wilson, run out	5		
Capt. Oliver, c Pearce, b Squibs	3		
W. C. D. Turner, not out	10		
A. E. Wood, b Harris	0		
C. Blaker, run out	0		
Lt. Col. Bowen, run out	4		
Lt. Hammond, st. Pearce, b Bird	7		
Extras	4		
<b>Total</b>	<b>56</b>		

Bowling Analysis.

	O.	M.	R.	W.
R. E. O. Bird	22	1	5	1
Capt. Davies	4	1	8	1
E. B. Reed	6	2	6	2
Capt. Squibs	6	0	18	1
Harris	5	2	5	2
J. Stalker	4	12	0	0

HANCOCK'S XI.

Capt. Squibs, lb.w., b Hammond	9
Capt. Gray, c Edwards, b Hammond	2
E. L. Braga, c Hammond, b Rumjahn	1
Major Bagnall, c Wood, b Edwards	16
Capt. Davies, c Edwards, b de Rome	29
T. E. Pearce, retired	31
R. Hancock, c Edwards, b Evans	20
K. R. Macaskill, c Bowen, b Hammond	4
J. Stalker, c Edwards, b Sayer	24
E. B. Reed, c Evans, b Sayer	5
R. E. O. Bird, b Bowen	2
Extras	4
<b>Total</b>	<b>147</b>

BOWLING ANALYSIS.

	O.	M.	R.	W.
A. A. Rumjahn	5	0	7	1
Lt. Hammond	11	2	23	3
B. D. Evans	8	1	35	1
Major Edwards	5	0	29	1
F. J. de Rome	4	0	20	1
Capt. Oliver	2	0	11	0
G. R. Sayer	3	0	6	2
Lt. Col. Bowen	3	0	12	1

### HONGKONG CRICKETERS AT HOME.

#### INACTIVITY V. INEXPERIENCE.

In view of the fact that no less than four old Hongkong residents were playing in a match at East Coker, Somerset, on Monday August

23 the appended scores will doubtless be of interest to many readers. The match was described as between Mr. Ponsonby Fane's XI (over 40), and Mr. D. Henneage's XI, but at Mr. Sercombe Smith's suggestion the second title of inactivity v. inexperience was added.

Mr. Ponsonby Fane, who captained the "Inactives" is well known to Hongkong cricketers. He spent eight seasons in Hongkong. The C. Severn in the score sheet is the Hon. Mr. Claud Severn, Colonial Secretary of Hongkong. Mr. T. Sercombe Smith was formerly in the Civil Service of Hongkong and later became one of the Judges in the Straits Settlements. Major A. J. Campbell was quartered in Hongkong for three seasons with the Argyle and Sutherland Highlanders.

The united ages of Mr. Ponsonby Fane's side amounted to 548, which must be something approaching a record, and his umpire, George Hearne of Lord's, is in his 70th year. As will be observed, the match resulted in a splendid contest, and the veterans just proved successful. We are told that the two qualities of the second title were distinctly conspicuous.

MR. PONSONBY FANE'S XI

1st Innings.	
Major A. J. Campbell, c Mayo, b Las Casas	20
F. C. Drake, c Mayo, b Las Casas	6
H. Dodge, b Mayo	1
O. C. Riddell, c Paynter, b Mayo	6
H. H. W. Mayo, b Paynter	36
F. J. Hicks, c Johnson, b Las Casas	1
P. Lotts, not out	23
T. Sercombe Smith, b Hornby	1
R. Ponsonby Fane, b Hornby	1
Rev. C. R. Coker, b Hornby	0
C. Severn, b Hornby	0
Extras	8
<b>Total</b>	<b>110</b>

2nd Innings.

Major A. J. Campbell, b Johnson	0
N. C. Drake, c Martin, b Johnson	35
H. Dodge, not out	18
O. C. Riddell, b Pimney	26
H. H. W. Mayo, c Mayo, b Las Casas	39
F. J. Hicks, not out	2
Innings declared closed.	2
Extras	4
<b>Total (for 4 wickets)</b>	<b>87</b>

MR. HENNEAGE'S XI

1st Innings.	
J. de Las Casas, b Sercombe	1
M. Hornby, c Coker, b Severn	15
C. Mayo, b Severn	15
B. Pimney, st. Ponsonby Fane, b Riddell	39
A. Hornby, b Campbell	20
E. H. Martin, c Hicks, b Riddell	9
S. P. Johnson, b Riddell	8
P. Paynter, c Severn, b Dodge	3
D. Henneage, b Dodge	3
E. Dodge, st. Ponsonby Fane, b Riddell	2
F. Beaver, not out	2
Extras	4
<b>Total</b>	<b>111</b>

2ND INNINGS.

J. de Las Casas, lb.w., b Dodge	14
M. Hornby, st. Ponsonby Fane, b Campbell	41
C. Mayo, st. Ponsonby Fane, b Dodge	17
B. Pimney, b Campbell	3
A. Hornby, b Dodge	5
E. H. Martin, not out	1
Extras	4
<b>Total (for 5 wickets)</b>	<b>85</b>

### COMMENT ON THE PLAY.

"Thrown Out" Writes:—The wicket was patchy and this is the only excuse that can be made for the very poor showing of the A team.

This batting can only be described as poor and only the Captain of the side showed any form. Rumjahn showed that he could keep up his end; but though he has a pretty style, his 14 singles did not show any great ability. It is impossible to form any opinion of the present batting form of any of the other members of the A team. Turner, Sayer and Davies showed cleverness in the field. Turner did some clever things at point, Davies gave a finished exhibition as usual and found his reach serve him in good stead in the slips; and one pick up and return of Sayers, all in one action, gained him rounds of applause. Rumjahn fielding, 3rd man and out, worked hard, let nothing past him and sent in some fine returns to the wicket-keeper.

The bowling was poor. Hammond, who takes a long run and has an action not unlike Davies, is not

### LOCAL WEDDING.

#### ROZARIO-BISHOP.

A wedding of considerable interest to the Portuguese community was solemnized in the Cathedral of the Immaculate Conception on Saturday when the Rev. Father Page married Mr. H. F. Rozario, of Messrs. Noronha and Co., to Miss Bertha Bishop, ward of Miss I. Bishop, of Messrs. Campbell, Moore and Co.

The bride, who looked charming in white georgette trimmed with orange blossoms, was attended by Misses B. and H. Santos as bridesmaids, and Miss H. Baleros, as maid of honour. Mr. E. J. Noronha, of Messrs. Noronha and Co., performed the duties of best man.

Bishop Pozzoni was present during the ceremony, which was enlivened by appropriate music played by the Rev. Father Rignati.

After the ceremony a reception was held at the Catholic Union Club, which was artistically decorated for the occasion.

The happy couple, who were the recipients of many handsome and costly presents, are spending their honeymoon in Macao.

### A POLICE RAID.

#### SUSPICIOUS CHARACTERS.

ROBBERY SAID TO HAVE BEEN AVERTED.

Yesterday when Inspector Willis, of No. 7 Police Station, received information that a gang of robbers, with headquarters at No. 21, First Street, was planning an armed robbery for that night, he took prompt action and with a posse of detectives, raided the house.

On the first floor five men who were holding a conference were arrested. When they were searched one of them was found to have a loaded revolver concealed in his girdle, while three others had daggers. A search of the premises resulted in the discovery of some gags and rope. The men were removed to the station, and will be charged in due course.

### LATEST FROM CANTON.

(Special Correspondence.)

"Tong Ting Kwong" as Tsuchun of Kwongtung is not welcomed by all the military officers. A considerable group of them, including Sam Hung Ying, Lum Fu, Ma Chi, and Lau Tat Hing, have signed and issued a circular declaring that they refuse to recognize him, and are united to oppose him and any other who arrogates the position.

An inquest was held in Shanghai on Oct. 1 into the death of James Goodfield, a seaman on H. M. S. "Crick" who was drowned near the Custom Jetty late on the night of Sept. 29. Three of deceased's shipmates said they were returning on board from the Union Jack Club. Two of them got into one sampan, and two more had got in when deceased was seen to catch hold of the canopy of the sampan of another. The sampan had overturned and they were all struggling in the water. There was a very strong flood tide and Goodfield was not seen to come to the surface again. Verdict of accidental drowning was recorded.

is the same class as his brother officer. The only other bowler who impressed at all was Rumjahn. His slow leg break has a peculiar flight which all the batsmen found puzzling. On some wickets with a good field he ought to get a lot of wickets in the country. Captain Oliver and Major Edwards have bowled much better on many occasions.

The batting of the B team was a great improvement on that of the A team. Pearce in a somewhat lucky innings made many pretty strokes; Davies hit hard and clean and got nicely through the slips on occasions and Hancock showed that he has lost none of his old time skill.

Bagnall made some big hits; but did not seem to be in form; and Captain Squibs, who shaped very well, was unfortunate to get his leg before just when he looked set. None of the others were up to interport standard. In the bowling department the B team were very strong. Hancock endeavored to give all his bowlers a chance; but with wickets falling so quickly this was practically impossible and Macaskill, for instance, was not seen.

Davies bowled well but the wicket was too soft for him. Reed did very well and might have got the whole side out if it had not been necessary to give the others a chance. Squibs and Harris are both in the first class and though Bird only sent down two overs he proved as cunning as a fox and had batsmen like Major Edwards in serious difficulties. Pearce as an emergency wicket-keeper was a pronounced success.

### FOOTBALL.

#### SATURDAY'S PRACTICE MATCHES.

##### WILTS DEFEAT THE CLUB.

Four practice football matches were witnessed on Saturday afternoon, by a large gathering of followers of the game. The matches were South China Athletic Reserves versus "Carlisle" Stokers, Club Reserves versus Kowloon Reserves, Club 1st XI versus Wiltshire Regiment, and "Ambrose" Petty Officers versus "Pearleaf." The South China-"Carlisle" match was played on the Athletics' ground at Causeway Bay, the "Ambrose"-"Pearleaf" match on the Dockyard ground, and the others at Happy Valley.

The "Carlisle" men had the best of the play, and with more accurate shooting, should have netted at least twice. Although they did most of the pressing they failed when in front of goal, and did not convert from easy openings. The Athletics on the other hand, were at a disadvantage so far as weight was concerned, and resorted to quick passes. This had the effect of spoiling whatever chance they had, the match resulting in a goalless draw.

The "Ambrose"-"Pearleaf" match was witnessed by a large gathering of men from both ships. The "Pearleaf" team, which is the latest addition to the second division list, put up a very tough struggle. They managed to hold their own for quite a while. The "Ambrose" team scored first but the equalizer came soon afterwards. The "Pearleaf" goal then suffered a bombardment, a second goal being scored. A second time they made an effort and equalized. With only a few more minutes to go, the "Ambrose" men proved their superiority by netting their third and winning goal. The "Pearleaf" men tried hard to equalize, but time was against them, and the match ended in a win for the "Ambrose" by three goals to two.

The Club Reserves and the Kowloon Reserves played a very good, if quiet, match on the Club ground. The Club were two men short at the start of the game, but the gaps were filled by Brand and Harris of the "Carlisle." The Kowloon team was the same as announced. Rodgers played goal in this match as well as the one played later and gave a good account of himself in both. Kowloon worked very hard from the start, but met with a strong defence. When the Club pressed, the weak defence of the opposing side was unable to check them, and time after time May broke through. Harris, who was in the position of inside right in the Club's rank, gave the half backs a trying time. His efforts were spoiled at times by the other forwards who never seemed to be in a position to make use of his centres. May on two occasions cut clean through the Kowloon defence, and then with an open goal shot over the cross bar. It was not until near the close of the first half that the first goal was scored. The second half was a little more lively, with the forwards of both sides playing with determination, and goals began to be registered with more frequency. The final whistle found the Club winners by three goals to two.

The Club first string met the Wilts afterwards, and a fine match resulted in their defeat. The Club attacked at the start, a very good chance of scoring being spoiled by Ris being offside. The free kick set the soldiers going, with Amor getting the pace. Tonkin had all his work cut out to stop this forward. From this juncture, the game became very fast, with both ends visited in quick succession, but without a score resulting. Menham missed a good chance for the soldiers and then the Club got going and scored through Ris. Their triumph was short lived, for immediately from the centre, the Wilts went straight for the Club goal, where in the course of a melee, Laurence had the misfortune to put the ball into his own goal. Excitement was great after this. Goals came in quick succession. Three goals were scored before the final whistle, and of these, two went to the Wilts, thus making them the winners by the odd goal in five.

### DAUGHTER PRISONER.

#### A DESPERATE STRUGGLE.

##### CONSTABLE ATTACKED WITH DAGGER.

When a Chinese detective (stationed at No. 7, Police Station) yesterday came upon a Chinese hawking trees in the Government plantation, he promptly arrested the offender, who, however, put up a determined struggle and in the attempt to free himself, pulled out a dagger with which he attempted to stab his captor.

The detective grappled with his dangerous prisoner, and they struggled desperately for many minutes before the detective was able to overpower his man and, wrestling the dagger from him, remove him to the station, struggling all the way.

### TO-DAY'S ADVERTISEMENTS.

#### BILLIARDS.

##### PALACE HOTEL HANDICAP.

INTENDING competitors for the above Handicap are reminded that the Draw and Handicapping takes place THIS EVENING at 6 p.m. All names whose entrance fees have not been paid by then will be ruled out. The Cup for 1st prize is undoubtedly one of the best that has ever been played for in Hongkong, and is well worthy of some effort to win. There are at present 37 entries and a committee of 7 will meet to-night to Handicap and draw. Play will commence on 15th.

#### PUBLIC AUCTION.

THE Undersigned have received instructions from THE CUSTODIAN OF EXHIBIT PROPERTY to sell by Public Auction,

ON

SATURDAY,

October 16, 1920, at 10.30 a.m.

at the Sales Room, No. 8, Des Voeux Road, Corner of

the House Street,

Miscellaneous Goods,

Including:—

Telegraph Instrument, Knitting

Machines, Number small Iron Sales,

Trunks, Singlets, & Sample Piece Goods,

&c. &c.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, October 11, 1920.

#### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON

SATURDAY, October 16, 1920,

commencing at 11.30 a.m.

at their Sales Room, Duddell Street.

A Consignment of Fur Stoles

and Muffs,

Russian White and Brown Fox,

Russian squirrel, Stone Marten, Black

and Brown Lynx, etc. etc.

On view from Thursday, the 11th inst.

Terms:—Cash on delivery.

LAMBERT BROS.,

Auctioneers.

Hongkong, October 11, 1920.

#### NOTICE TO CONSIGNEES.

THE Steamship

"SAMARANG MARU."

From JAPAN.

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at their risk into the

Godowns of the Hongkong & Kowloon

Wharf and Godown Company,

Ltd., at Kowloon, whence and/or from

the wharves delivery may be obtained.

Optional Cargo will be forwarded

unless notice to the contrary be given

before 5th inst.

No claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after

the 15th inst. will be subject to rent.

All claims against the steamer must

be presented to the Undersigned on or

before the 25th inst. or they will

not be recognized.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

15th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

DODWELL & CO., LTD.,

Agents.

Hongkong, October 11, 1920.

#### NIPPON YUSEN KAISHA.

##### NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship,

"KAMAKURA MARU,"

having arrived from the above Ports,

Consignees of Cargo are hereby informed

that their Goods are being landed and

placed at their risk in the HONGKONG &

KOWLOON WHARF & GODOWN COMPANY'S

Godowns at Kowloon, where each consignee

will be sorted out mark by mark and

delivery can be obtained as soon as the

Goods are landed.

Optional Cargo will be carried on unless

instructions are given to the contrary be

fore Noon, To-day.



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From Macao—daily at 8.30 a.m. and 2 p.m. (Mondays at 7 a.m.)  
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Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tuck, Cook & Son, Booking Agents, Hongkong.

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S.S. "AFRICA".....

About 7th November.

S.S. "PERIA".....

About 8th December.

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FOR JAPAN.

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Cape Town via Singapore.

CANADA MARU (Taking Passengers)—Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

BURMA MARU—Saturday, 16th October.

KASADO MARU (Taking Passengers) Saturday, 30th October.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly  
service.

SHISEN MARU—Monday, 1st November.

SYDNEY & MELBOURNE—Monthly service taking cargo to  
New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—  
Via Manila and Shanghai—Regular fortnightly service touch-  
ing at immediate ports in Japan and taking cargo to  
OVERLAND PORTS U.S. in connection with Chicago  
Milwaukee and St. Paul Railway.

ARIZONA MARU (Taking Passengers)—Tuesday, 15th October.

MANILA MARU (Taking Passengers)—Friday, 15th October.

NEW YORK—Regular monthly service via Japan ports, San Francisco,  
Panama and Cuban Ports.

HAGUE MARU—Sunday, 7th November.

NEW ORLEANS LINE.

SUMATRA MARU—Beginning December.

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KEELUNG via SWATOW & AMOY—These steamers have  
excellent accommodation for 1st and 2nd class saloon passen-  
gers and will arrive at and depart from the O.S.K. wharf  
near the Harbour Office.

KAIJO MARU—Sunday, 10th October.

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For sailing dates and further particulars please apply to  
Y. YASUDA, Manager,  
No. 1, Queen's Building.

## CHINA-AUSTRALIA MAIL S. S. LINE

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CHINA NAVIGATION CO., LTD.

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FOR SHANGHAI, SWATOW AND BANGKOK.

SWATOW AND BANGKOK—To-day at 6 p.m.

HONGKONG—Oct. 12, at 10 a.m.

AMOI, SHANGHAI AND PUKEW—Oct. 12, at 4 p.m.

SHANGHAI—Oct. 12, at 10 a.m.

SHANGHAI AND TSINGTAO—Oct. 12, at 4 p.m.

SWATOW AND BANGKOK—Oct. 12, at 10 a.m.

MANILA, CEBU & HOLLAND—Oct. 12, at 4 p.m.

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Saloon accommodation, amplitudes. Electric Light and Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai  
(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading  
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,  
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ABERCOSS.....About Oct. 23rd.

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"ELDEN".....About Oct. 15th.

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## THE BARBER STEAMSHIP LINES, INC.

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Freight Service to Europe.

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S.S. "VICTORIA".....Oct. 16.

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S.S. "WEST HIXTON".....Nov. 1.

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S.S. "WEST HIXTON".....Nov. 1.

## SHIPPING

## CP&amp;OS

SAILINGS.

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

From:

Steamers: Hongkong, Vancouver

Empress of Russia—Oct. 21 Nov. 8

Monteagle—Oct. 28 Nov. 15

Empress of Japan—Nov. 9 Nov. 30

Empress of Asia—Nov. 18 Dec. 6

Empress of Russia—Dec. 15 Jan. 3

Monteagle—Dec. 21 Jan. 24

Empress of Japan—Jan. 13 Jan. 31

Empress of Asia—Jan. 19 Feb. 9

Empress of Russia—Feb. 10 Feb. 28

Empress of Japan—Mar. 15 Apr. 8

Empress of Asia—Mar. 31 Apr. 18

Passengers to Europe are strongly urged to determine the exact  
date of the Atlantic sailing desired prior to departure from  
the Orient. Traffic conditions on the Atlantic are as complicated  
as on the Pacific. Atlantic reservations can be arranged by cable  
at least for all passengers to know, whether or not, crossing  
the Pacific via C.P.O. steamers. Frequent sailings Montreal  
to Liverpool, London and Glasgow. Passage orders issued here,  
will cover all such reservations.

For Fares and other information please apply to

HONGKONG OFFICE

Telephone 22. Cable address: CANADIAN PACIFIC

CANADIAN PACIFIC

OCEAN SERVICES

## CHINA MAIL S. S. CO., LTD

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (10,000 tons) "CHINA" (10,000 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING".....November 5th 1920.

"NILE".....November 8th 1920.

"CHINA".....December 4th 1920.

AN UNPARALLELED HIGH CLASS

PASSENGER SERVICE.

C. T. SURRIDGE, Acting Freight & Passenger Dept. 1934.

Princes Buildings, 100, Market Street. Tel. Freight Dept. & Agents 1161.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE OF Fast, High Class Coast Steamers having good  
Accommodation for First Class Passengers. Electric Light and Fans in State-rooms  
and Saloons. Excellent Outfits.

SWATOW, AMOY & FOCHOW

(Calling at Amoy for Passengers only.)

AND RETURN.

(Occupying 9 to 10 Days)

HAICHING.....Capt. A. H. Stewart.....TUESDAY, 12th Oct. at 2 p.m.

HAICHONG.....Capt. W. G. Paesmore.....FRIDAY, 15th Oct. at 2 p.m.

HAICHONG.....Capt. J. S. Thomson.....TUESDAY, 19th Oct. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blaks Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

## AMERICAN &amp; ORIENTAL LINE.

NEW YORK VIA SUEZ.

"General Church".....10th November.

"Montrose".....15th November.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA,  
DELGOA BAY, DURBAN, (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For

Steamers: "MATOPO".....On 16th Oct.

LONDON....."CITY OF NAPLES".....On 16th Nov.

Subject to change without notice.

THE BANK LINE, LTD.

Or to ELLERMAN & Co., Charter.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEANIC S.S. CO. & CHINA MUTUAL S.S. CO. LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

SAILINGS FROM HONGKONG.

"TIDUS".....Via Panama.....14th Nov.

"CITY OF AGRA".....Via Suez.....2nd Dec.

"BOMBO".....Via Suez.....10th Dec.

(Call at Boston.)

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Passage apply to—

BUTTERFIELD & SWIRE & THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON.....ELLERMAN & CO., CANTON.

## NOTICE TO SHIPPERS AND PASSENGERS.

## PROJECTED DEPARTURES

## CHINA COAST, ETC.

## SWATOW.

Oct. 12—C. N. Chishan.

12—D. L. Hatching.

13—D. L. Hatching.

15—D. L. Hatching.

17—D. L. Hatching.



## SHIPPING

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAPA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED  
SEA, EGYPT, EUROPE, &c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	19th Oct.	Singapore, Colombo & Bombay.
"KANGAR"	5,900	22nd Oct.	Marshall Islands & A'warp.
"NOVARA"	5,900	15th Nov.	Marshall Islands & A'warp.
"NELORE"	6,533	25th Nov.	Marshall Islands & A'warp.
"SOMALI"	6,712	10th Dec.	Do.
"DEVANHA"	8,100	17th Dec.	Do.
"SCILIA"	8,708	31st Dec.	Do.
"PLASSY"	7,346	21st Jan. 1921.	Do.

## BRITISH INDIA-APOAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	4,600	13th Oct.	Straits, Rangoon and Calcutta.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	20th Oct.	Thursday Island, Cairns, Townsville, Brisbane, Sydney, and Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	13th Oct.	Japan direct.
"NOVARA"	5,900	15th Oct.	Shanghai and Japan.
"TAKADA"	7,000	21st Oct.	Shanghai and Japan.
"NELORE"	6,500	24th Oct.	Shanghai and Japan.
"DILWARA"	5,400	30th Oct.	Shanghai only.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**  
Tickets Interchangeable.  
1st Saloon Passengers may travel by B.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice. Parcel Messengers not more than 14 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

**NOTICE TO CONSIGNEES.**  
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, and books, etc., apply to  
**MACKINNON, MACKENZIE & CO.,**  
26, Des Voeux Road Central, HONGKONG.  
Agents.

## N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

**SEATTLE & VICTORIA** via Manila, Shanghai & Japan ports.  
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAIWA MARU (omit, Shanghai) ...	Thursday, 14th Oct., at 11 a.m.
TOYAMA MARU ...	Monday, 18th Nov., at 11 a.m.
TOYOHASHI MARU ...	Friday, 25th Nov., at 11 a.m.
FUSHIMI MARU (omit, Manila) ...	Tuesday, 14th Dec., at 11 a.m.

**LONDON & ANTWERP** via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU ...	Monday, 18th Oct., at Noon.
SADO MARU ...	Friday, 29th Oct., at Noon.

**HAMBURG, LONDON & ROTTERDAM** via Suez.  
DAKAR MARU Sailing from Yokohama ... Saturday, 18th October.

**LIVERPOOL & MARSEILLES** via Singapore, Colombo Suez and Port Said.

KAMAKURA MARU ...	Sunday, 31st November.
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**SYDNEY & MELBOURNE** via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ...	Friday, 22nd Oct., at 11 a.m.
AKI MARU ...	Wednesday, 17th Nov., at 11 a.m.

**NEW YORK** via Suez.  
MORIOKA MARU ... Tuesday, 12th October.

**SOUTH AMERICAN PORTS** via Cape.  
TOSA MARU ... Sailing from Singapore ... Sunday, 17th October.

**BOMBAY & COLOMBO** via Singapore.  
JINSHO MARU ... Wednesday 27th October.

**CALCUTTA & RANGOON** via Singapore & Penang.  
SEIKOTSU MARU ... Sunday, 24th October.

**JAPAN PORTS**—Nagasaki, Kobe & Yokohama.  
AKI MARU ... Saturday, 18th October, at 11 a.m.

**SHANGHAI, KOBE & YOKOHAMA.**  
HAKODATE MARU ... Saturday, 18th October.

TERESIMA MARU ... Wednesday, 20th October.

INABA MARU ... Thursday, 21st October, at 11 a.m.

KAMO MARU ... Friday, 22nd October, at 11 a.m.

For further information apply to—

**NIPPON YUSEN KAISHA.**  
S. YASUDA, Manager.

Telephone Nos. 292 &amp; 293.

## SHIPPING.

## THE EAST ASIATIC CO., LTD., COPENHAGEN.

## M. S. "PANAMA"

will be loading about the middle of October, for  
Copenhagen taking cargo on through Bills of  
Lading to Scandinavian and Baltic destina-  
tions at Conference Rates.

For space and particulars please apply to—

**THORESEN & CO.,**  
Agents.

## FOR BOSTON & OR NEW YORK PRINCE LINE FAR EAST SERVICE.

For BOSTON &amp; NEW YORK.

S.S. "CELTIC PRINCE" via Panama Canal on/or  
about 18th October.

Steamers proceed via SUEZ CANAL or PANAMA  
CANAL at Owners' option.

For freight and further particulars, apply to:

**SHEWAN, TOMES & CO.,**  
Agents.

## T. K. K. TOYO KISEN KAISHA

### HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU. "THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVES HONGKONG
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 28th.
SHINYO MARU	23,000	Nov. 23rd.
SPERDA MARU	9,000	Dec. 2nd.
KOREA MARU	9,000	Dec. 17th.

Uniting call at Shanghai.

Calling at Keelung.

## SOUTH AMERICAN LINE.

## HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,  
SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.  
THENCE BY TRANS-ANDREY ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVES HONGKONG
SEITO MARU	14,000	Nov. 9th.
YUKIO MARU	1,500	Dec. 8th.
KIYO MARU	17,000	Jan. 10th. 1921

Cargo only.

For full information regarding passing, freight and sailing, apply to—

King's Building,  
Agents at Canton  
Messrs. T. E. GRIFFITH, LTD.  
Y. TSUTSUMI, Manager.  
Tel. Nos. 3574 & 3575.



## Purity Percentages

99.9%—98.75%—90%

The high standard of purity maintained in the products of the  
Zinc Producers of Australia always justifies the confidence  
users put in it. Australian Zinc acts and re-acts with certainty.

The Association is prepared to supply the following—

Electrolytic Zinc (A-Z) Brand Containing about 99.9% Metallic Zinc (99.5% guaranteed)	High-Grade Zinc Dust Containing about 90% Metallic Zinc
Spelter (C-H-S) Brand Containing about 98.75% Metallic Zinc	Zinc Concentrates Various Grades

The Sole Selling Organisation for the above Australian productions is  
**Zinc Producers' Association Proprietary Ltd.**  
Collins House, 359 Collins Street, Melbourne, Australia.  
London Address: Flaxman Hall, Austin Freres, London, E.C. 2.  
Cable Address: Zincproducers, London.

## NOTICE.

We can supply the Best Steaming Coal on Short Notice  
for Ships and Local Consumers.

Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

SANG KEE &amp; CO.

No. 78, Des Voeux Road Central.

Cable Add. "SANGKEY." Tel. No. 3420.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two slipways and can accommodate any craft  
of 300 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 424.  
Battery Road: 25, Kowloon, Hongkong. Telephone No. 2.  
Bathrooms furnished on application.

Hongkong, April 1, 1915.

## NOTICES TO CONSIGNEES

STRUTHERS AND DIXON, INC.

## NOTICE TO CONSIGNEES.

S. S. "WEST JENA," from SEATTLE  
S. S. "LORETTA," from BALTIMORE

## THE Steamship

## "WEST JENA."

Having arrived from Seattle via  
ports on October 7th 1920 Consignees  
are hereby notified that their cargo  
is being landed at their risk into the  
hazardous and/or Extra-Hazardous  
Godowns of the Hongkong and Kow-  
loon Wharf & Godown Co., Ltd.,  
Kowloon and stored at Consignees'  
risk.

Consignees of Cargo per S.S.  
"LORETTA," from Baltimore, are  
hereby notified that their cargo was  
transhipped at Kobe to the "WEST  
JENA."

Consignees of Cargo must produce  
an Import Permit signed by the  
Superintendent of Imports and Ex-  
ports, Hongkong, before Bills of  
Lading will be countersigned.

All broken, chafed and damaged  
cargo is to be left in the Godowns  
where it will be examined at 10 a.m.  
on Oct. 13th, 1920, by the Company's  
Surveyors Messrs. Carmichael &  
Clarke.

All claims must be presented within  
ten days of the steamer's arrival  
here, after which they cannot be  
recognized. No claims will be  
recognized after the goods have left  
the Godowns and cargo undelivered  
on and after October 14th, 1920 will  
be subject to rent.

Consignees are requested to send  
in their Bills of Lading for counter-  
signature immediately.

STRUTHERS &amp; DIXON, INC.,

Agents.

1st floor, Powell's Building,

12, Des Voeux Road, Central.

Hongkong, October 8, 1920.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "AFRICA"

From TRIESTE, VENICE, PORT  
SAID, COLOMBO, PENANG  
and SINGAPORE

CONSIGNEES of Cargo are hereby  
informed that all Goods are  
being landed at their risk into the Go-  
dows of the Hongkong and Kowloon  
Wharf and Godown Company, Ltd.,  
at Kowloon, whence and/or from the  
wharves delivery may be obtained.

Optional Cargo will be forwarded  
unless notice to the contrary be given  
before.

No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
18th inst. will be subject to rent.

All claims against the steamer must  
be presented to the Underwriter on or  
before the 18th inst., or they will  
not be recognized.

All broken, chafed and damaged  
Goods are to be left in the Godowns  
where they will be examined on the  
8th inst. at 10 a.m.

No Fire Insurance has been effected.  
Bills of Lading will be counter-  
signed by

DODWELL &amp; Co., Ltd.

Agents.

Hongkong, October 5, 1920.

## SHIPS' STORES

Hardware, Metals, Paints  
and Oils.

Full Lines of Shipchandlery

Supplies.

KWONG SANG &amp; CO.,

Established in 1862.

67, 68 &amp; 69 Connaught Road Central.

Tel. Nos. Offices: 2554 &amp; 2555.

Godowns 758.

## SHIPBUILDERS.

## SHIP REPAIRERS.

## BOILER MAKERS.

## FORGE MASTERS.

## OXY-ACETYLENE, AND

## ELECTRIC WELDERS.

## MECHANICAL AND

## ELECTRICAL

## ENGINEERS.

**TAKOO DOCKYARD & ENGINEERING COMPANY**  
OF HONGKONG, LIMITED.

## —DRY DOCK—

Length 187 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SID (H.W.O.S.T.) 24 ft. 6 ins.

## —THREE SLIPWAYS—

Capable of Handling Ships Up

to 2,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

Tel. Address: "TAKDOCK," HONGKONG.

Telephone No. 513.

Cable Address: "O" OVER ASIA, HONGKONG.

BUTTERFIELD &amp; SWIRE,

AGENTS.

HONGKONG, CHINA &amp; JAPAN.

**PACIFIC MAIL S.S. CO.**  
U. S. MAIL LINE.  
Operating the New First Class Steamers  
"ECUADOR" & "VENEZUELA"  
"COLOMBIA"  
HONGKONG TO SAN FRANCISCO.  
via SHANGHAI, KOBE, YOKOHAMA & HONOLULU  
**THE SUNSHINE BELT.**  
The most comfortable route to America and Europe.  
Sailings from HONGKONG at NOON.  
"VENEZUELA" ... Wednesday, Nov. 3rd.  
"ECUADOR" ... Wednesday, Dec. 1st.  
"COLOMBIA" ... Wednesday, Dec. 29th.  
**PACIFIC MAIL S.S. CO.,**  
HONGKONG OFFICE.  
Telephone 111. Cable Address "SOLANO."

## STRUTHERS &amp; DIXON, INC.

Operating Far Eastern services for account of the  
UNITED STATES SHIPPING BOARD.

Amalgamated with  
COSMOPOLITAN SHIPPING CO., NEW YORK.  
GREEN STAR LINE, NEW YORK.

Operating Baltimore via Panama service, to the Far East.

For SEATTLE. 17th October.

"WEST JESSUP" For NEW YORK & BALTIMORE. 20th October.

"WOONSOCKET" For SAIGON & SINGAPORE. 23rd October.

"COLORADO SPRINGS" For SAN FRANCISCO. 25th October.

"EASTERN TRADER" 11th October.

"WEST HENSHAW" 27th October.

Through Bills of Lading issued to all U. S. and Canadian  
Overland Common Points.

HONGKONG OFFICE—1st floor Powell's Building, 12 Des Voeux Rd., Tel. 3008.

## JAVA-PACIFIC LINE

### OF THE JAVA-CHINA-JAPAN LINE

Steamer.	From	Expected on or about	Will leave on or about	For
S.S. "TIJEBANG"	Java.	1st Nov.	3rd Nov.	SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have  
accommodation for a limited number of saloon-passengers.  
All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the  
United States of America and Canada.

For Particulars of Freight and Passage apply to the  
**JAVA-CHINA-JAPAN LINE,**  
GENERAL MANAGERS,  
York Buildings.

Telephone No. 1874.

## THOS. COOK &amp; SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

### OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and  
CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing  
Sailings and Fares from the Far East to all parts of the World, will  
be forwarded free on application.

Telegraphic Address "COOPOH." THOS. COOK & SON,

Telephone No. 514. Hongkong Hotel Buildings, Hongkong.

Also HANGHAI, PEKING, YOKOHAMA, MANILA.

Cable Office: LUDGATE CIRCUS, LONDON, &c.

## STEAMING COAL.

Contracts Solicited for Bunkering Ships  
at Hongkong, Shanghai, Keelung (Formosa)

And All Leading Japan Ports.

K. KIMURA &amp; CO.

2, Connaught Road Central.

Cable Add. "Propaganda"

Tel. No. 2530.



## BELTS

We have now a splendid assortment of "natty" Belts in Black, Tan, Grey and White leather.

Some with buckles attached, others with the new silver slide buckles which are neat in appearance and enable you to adjust your belt to a perfect fit.

All sizes in stock.

## MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road.

Telephone 29.

## JARDINES AND THE MARINE GUILDS.

## A REPLY TO A LOCAL SCRIBBLER.

It is at least cheerful reading to have it publicly stated in the *Telegraph* that the I.C.S.N. Co. has passed through good times and it is sound sense that advised it not to lose its head, of which there is not much fear unless it gets knocked off by a polo Club.

"In days of prosperity it should prepare for days of adversity" and be fair all round so that those who helped to make the prosperity should also be able to prepare for the adversity, and if it does not how does it expect to attract men to fill the places of the veterans, worn out by riotous living on \$100 per month?

"Public sympathy is absolutely against them" and yet up to the present all the correspondence that has appeared has been sympathetic. "An increase of 27 per cent with pensions passage home and other concessions is not so bad now-a-days" when the cost of living has gone up 112 per cent, vide Straits Commission para 62, 63, 1111.

It is a generally accepted business rule of debate to establish an elementary fact as a point from which to commence an argument and, as it is not a fact that "Mr. Johnstone had a heart to heart talk with his own men" in the usual acceptance of the word but rather that he had all the say to his own men who courteously sat and listened to him to the end and then quietly left to ask the first man they met to explain the type written table of figures that one or two of them were able to secure, it seems that a peculiar construction is given to the adjective "heart to heart" and that its meaning needs to be more clearly stated.

It is, however, a fact that the only man who did let his heart talk back allowed it to say that the proper venue of the discussion was the Guild as a body.

Failing a better explanation it would seem that Mr. Johnstone, knowing that his hearers were not adept at the dissection of accounts, fired the figures at them with the deliberation, or trusted that among them there might be one or two who thought they knew something about figures, would accept them at his value and leave the mass by pointing out to their fellows that they must be true or they would not be circulated. Mr. Johnstone is not devoid of common sense if his apologists are.

Let it be granted that he did produce a statement and that it was a coherent one, it was not business nor even cricker to use the method he did.

## JARDINES AND THE MARINE GUILDS.

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## IN THE CLOISTERS.

## AN OLD WORLD PICTURE.

## RECUITING ABBEY TOMB INSCRIPTIONS.

Lovers of records of the past will be glad to learn that the inscriptions on the tomb-stones which form the floor of the cloisters of Westminster Abbey are being recut and so saved from oblivion.

The work is being done by an old craftsman, who works in cloisters from 9 in the morning till 5 in the evening of every day, slowly and with infinite patience restoring the worn, almost obliterated letters and sculptures.

A representative of *The Daily Mail* was led to the spot where he was at work by the "chink, chink" of hammer on chisel. It sounded through the stillness of the cloisters, regular and even, hardly ever stopping—chink, chink; chink, chink. Many visitors to that quiet spot with its centuries old atmosphere of peace wandered round to find the source of the sound, and found in the industrious old man a picture of the sort which old masters loved to put on their canvases.

He kneels there on an old red cushion in the shadow of the cloister corner, his spectacled eyes within a few inches of the stone on which he is working, with hammer and chisel for his only tools, save for a whetstone and a little bottle of oil ready to his hand. The old grey columns rise about him, the green of the cloister grass gleams to his left, and a sunbeam falls, aslant on the kneeling figure.

He does not seem to hear when occasionally someone speaks to him; he is so deep in his task. He only stops now and then, when he straightens his back, picks up the stone, and gravely whets his chisel.

People wander by, stop a moment to watch his work, and read the inscriptions which he has revived. There is that of old John Frost, undeciphered, who died at the age of 60 in 1696, or of John Fox, "Receiver General of His Majesty's Customs," who breathed his last years before that. Then they pass on, leaving the old craftsman still chipping.

The "Tamar's" quadrille club will hold its first dance on Tuesday, 12th inst. at 8.30 p.m., at the Seamen's Institute.

Another Interport trial match is being played to-day. The "A" team batted throughout the morning and at about 11.30 had scored 60 runs, with three wickets down.

the move, so much so that a meeting of any given two does not recur for months, that of any given three being still more difficult. It, therefore, becomes necessary to, as far as their means allow, appoint and pay resident officers who can be available to all and thus act as an exchange of thought. Be it noted that these "paid agitators" are, for economic reasons, as few as possible, they are invariably selected from the ranks of the elder, more experienced and staid men; they are always professionals and, as a rule, married men as a safeguard against hasty and ill-considered action, the aim being stability and, as has been shown, this is the only way to accomplish it.

At the risk of being tedious it is worthy of note that this is an undoubted assistance to employers since it tends to eliminate sectional troubles, hasty and ill-considered action and, in its place, present in a concrete form what is considered to afford the greatest good to the greatest number.

The matter of patriotism and British prestige, also brought up at the General Meeting, gives us furiously to think and our brain hatches the thought of the whole souled patriotism of I.C.S.N. who when Britain was up against it and wanted every shilling it could get shifted their H.O. to H.K. and thus saved excess profits tax.

On the subject of ruling the roost a look at Jardine's agency list is enlightening. 6 Shipping agencies, 7 Insurance, 12 General.

## PRE-WAR MANNERS.

## PRESENT MODES.

## A PLEA FOR COURTESY.

Are we to jettison courtesy and the minor graces of life? That is one of the many questions with which we are daily confronted in this period of post-war upheaval, says a writer in a Home paper. Each must answer it for himself, and it is in practice rather than profession that his answer must be made.

That "politeness costs nothing" was before the war a still current, if a slightly old-fashioned adage. But my young friend Bob Logic has lately been pointing out to me that politeness does cost a good deal—not of course, in money, but in time and effort.

The question, then, resolves itself into this, is politeness worth what it costs us? For my own part, I would answer emphatically that it is. "That depends," is young Logic's well-weighted and sententious rejoinder. "I don't dispute that there are occasions in life when politeness pays." So what pays is worth while, and what doesn't pay isn't. That, however, is scarcely my position.

Take by way of illustration a trivial incident which happens daily. Threading my way through the Poultry, at the crowded lunch-hour, I was rather rudely jostled from behind by a young man in a hurry. I didn't expostulate—possibly because I've had my toes trodden on too often in the course of three score years to be very ready to expostulate. I just took it, as the saying is, as being all in the day's work. But I own I did feel nettled.

For a single second only. For, next moment, that youngster who had passed me turned, and with a bright and sympathetic smile, pronounced the one word "Sorry!" and before I could deprecate his sorrow had hurried away. He had done all the situation called for. And though I certainly did not hurry after him, ask him to lunch or remember him in my will, I believe his politeness paid.

For a relationship which had before been harsh and crude had been converted into a genial one. And that, I think, is always worth while. A merely momentary relationship, it is true. Yet how large a part of life is made up of trifles and ephemera!

Are we, then, sacrificing life's little annoyances to an additional speeding up of pace, an extra turning of the screw, in the struggle for life? Without trusting my own unaided observation, I hear from every side that there is less civility in shops and post offices, railway stations and houses-of-call than there was a few years ago.

Some would explain this by saying that increased wages have made people more independent. But the decline of manners is not confined to the wage-earning class. It has long been recognised that a well-dressed crowd is seldom a well-mannered one, and should it be your fortune to shelter from a thunder-shower in the clubhouse porch at Hurlingham, when the cars are "taking up," you will perhaps have a chance of seeing that this is more than ever true.

To what grounds must we assign this sudden, or gradual, slump in civility? It is perhaps a little far-fetched to suggest that one such ground is the degree in which our present day life is dependent on "mechanical" contrivances. One may, of course, concede politely over the telephone, still I cannot but think that the habit of "helloing" tends to make some of us a little regardless of importuning our acquaintances, or in other words being a nuisance to them.

Worse still is the peremptory tinkle of a cyclist's alarm, or the discordant shriek of a motorist's hooter, which seem to cry—

"Make way for your betters!" These things are doubtless inevitable—may, they are salutary precautions in the pedestrian's interest. But, none the less, they tend to dull the edge of that respect which is due to all men, and, as I am old-fashioned enough to think, still more due to all women.

More effective than the above, however, as a cause of the decline of manners is the desire shown by women themselves, since the outbreak of the war, to substitute camaraderie for chivalry as the basis

of their relations with the other sex. Their object is a high one, nor is there anything more clearly recognised than that the women's part in the war was beyond praise.

None the less, the process has not been carried through without some jolts and fits, exaggerations and misconceptions of which the effect is at present being felt. What we must hope for is an eventual adjustment of the old and new which shall preserve the best of both.

Some would doubtless blame the new dances—jazz and fox-trot and the rest of them—for a share in lowering our tone. For myself, I cannot see that this is just. These dances are, like others, unobjectionable or the reverse, according to the method of the individual dancer. And it is a golden rule, in the ball-room as elsewhere, that anything which gratuitously catches the attention had best be avoided.

Turning to literature, I cannot help observing that post-war books supply us with some choice examples of degeneracy in form. And it is notable that those select emanate from high places. As a magnificent example of the sailor who had lived to serve his country, the late Lord Fisher was entitled to many privileges. But the confidences and expletives of his Memoir strained them severely.

A yet more recent case is that of the Autobiography of a lady, who till lately occupied a very high position in the land. To an unquestioned brilliancy and magnetic personality she adds, in a quite unique degree, the folly of taking the public into her confidence. And when her confidences include the details of family death-beds and the names of men who have offered her marriage, I own to a sense of apprehension should her example come to be followed; as doubtful examples too often are.

It may be that what I have here considered as a lowering of manners which has come to stay is after all but a passing phase of them. And it must also be remembered that even the best-bred are not secure against occasional lapses. Did not Sir Walter Scott, who take him for all in all was one of the most courteous of men, call Lord Holland "with a little remorse as he would cut an old pen" and this for a quite inadequate reason?

Excitement, prejudice, irritability, trying circumstances, are all apt to betray us, and few indeed are those who never stand in need of forgiveness. But he who holds it as a tenet that good manners are second only to good principles will err less frequently and less flagrantly.

Whether we adopt the fine old Winchester College motto of "Manners maketh man" in its entirety or not, manners are certainly more than a mere superficial product. A certain refinement, a full recognition of the rights of others, a certain self-respect, these things are essential to them. They are not strikingly obvious just at present. But they will inevitably take their part in the revival which we hope is near at hand.

As another effect of the recently promulgated British Order in Council, which provides that the management of China companies operating under British charters must be in the hands of British subjects, the main offices of the British American Tobacco Company have been removed to Hongkong from Shanghai. As a result of the change the office of the British American Tobacco Company in Shanghai and another result is that the company will cease to be a China Company, and will be a Hongkong Company, terms of the Order in Council no longer will apply to it.

A Chinese love story, with a Remoteness, a divorce, an elopement, and with its Chinese characters dressed in the finest and most fashionable of American clothes, has been laid before the officers at Sacramento, Cal., following the arrest and release of Mrs. Yum Gee, wife of a wealthy Chinese merchant, and Y. Young, a Chinese silk dealer. The husband of the woman charged the pair had eloped. They were released when Mrs. Gee told the authorities she loved Yum more than she had ever loved Yum Gee with all his wealth, and that she was getting an American divorce from the latter at Reno.

## DAIRY FARM NEWS.

## SAUSAGES

PORK SAUSAGES  
BEEF  
LIVER  
BOLOGNA  
BRAWN

Made daily

## TO-DAY'S SPECIALITY

## CAMBRIDGE SAUSAGE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

## JAPANESE SHIPPING.

## INTERESTING FIGURES.

## N.Y.K. HEADS THE LIST.

According to the latest statistics of the Japanese Department of Communications based on the particulars ascertained on June 30 last, merchantmen of not less than 1,000 tons gross, number 790, totalling 2,636,120 tons gross. Of these ships, 742, with 2,492,717 tons, are registered in Japan proper, 33, with 107,281 tons, in Kwangtung, 12, with 27,543 tons, in Korea, and 3, with 6,574 tons, in Formosa.

Of a total of 790 ships, 21, with 40,611 tons, are owned by the Government; 192, with 911,967 tons, by the "shasen" companies, or the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, and the Toyo Kisen Kaisha; and the remaining 577 ships, with 1,678,542 tons, by the "shagisen" companies, or the concerns other than the three steamship companies mentioned.

The largest owner is the Nippon Yusen Kaisha, whose fleet consists of 100 ships, totalling 484,820 tons, without, of course, including vessels of less than 1,000 tons. Next comes the Osaka Shosen Kaisha with 82 vessels, with 339,978 tons, followed by the Kokusai Kisen Kaisha, with 53, with 311,419 tons, and by the Toyo Kisen Kaisha with 10, with 90,199 tons. The following are the principal owners, not including the companies already mentioned.

No. of Ships	Tonnage
Nippon Yusen Kaisha	100
Osaka Shosen Kaisha	82
Kokusai Kisen Kaisha	53
Toyo Kisen Kaisha	10
Yamashita Kisen Kaisha	15
Uchida Kisen Kaisha	12
Nishin Kisen Kaisha	13

The fleets of other "shagisen" companies total 409, with 953,006 tons.

The percentage of shipownership in this country is 1 per cent for the Government, 35 per cent for "shasen" companies, and 65 per cent for "shagisen" concerns.

## KINEMA NOTES.

A beautiful Paramount picture, "A Road Impresario," presenting George Beban, together with an excellent comedy, "Very Much Alive," is the current attraction at the Hongkong Theatre.

## AN AID TO DIGESTION.

When you have a fullness and weight in the stomach after eating you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Storekeepers.

## WING HING

64, Queen's Road Central.

HIGH CLASS TAILOR & OUTFITTER

Specialty Selected Woollen Suitings

Experienced Outfitters

Just Arrived

Perfect Fit Guaranteed



## PRIMO BEER

OBTAINABLE EVERYWHERE

It is light  
Wholesome  
and  
Refreshing.







## NOTICE TO SHIPPERS AND PASSENGERS.

## PROJECTED DEPARTURES.

(Continued from Page 5.)

## AMERICAN PORTS.

## VANCOUVER.

Oct. 12	O.S.K.	Arizona Maru.
13	P.O.S.	Manila Maru.
14	W.I.	Nile.
15	O.S.K.	Manila Maru.
16	P.O.S.	Empress of Russia.
17	P.O.S.	Manila Maru.
18	P.O.S.	Manila Maru.
19	P.O.S.	Manila Maru.
20	P.O.S.	Manila Maru.
21	P.O.S.	Manila Maru.
22	P.O.S.	Manila Maru.
23	P.O.S.	Manila Maru.
24	P.O.S.	Manila Maru.
25	P.O.S.	Manila Maru.
26	P.O.S.	Manila Maru.
27	P.O.S.	Manila Maru.
28	P.O.S.	Manila Maru.
29	P.O.S.	Manila Maru.
30	P.O.S.	Manila Maru.
31	P.O.S.	Manila Maru.

## VICTORIA.

Oct. 12	O.S.K.	Arizona Maru.
13	N.Y.K.	Tajima Maru.
14	O.S.K.	Manila Maru.
15	N.Y.K.	Tajima Maru.
16	O.S.K.	Manila Maru.
17	N.Y.K.	Tajima Maru.
18	O.S.K.	Manila Maru.
19	N.Y.K.	Tajima Maru.
20	O.S.K.	Manila Maru.
21	N.Y.K.	Tajima Maru.
22	O.S.K.	Manila Maru.
23	N.Y.K.	Tajima Maru.
24	O.S.K.	Manila Maru.
25	N.Y.K.	Tajima Maru.
26	O.S.K.	Manila Maru.
27	N.Y.K.	Tajima Maru.
28	O.S.K.	Manila Maru.
29	N.Y.K.	Tajima Maru.
30	O.S.K.	Manila Maru.
31	N.Y.K.	Tajima Maru.

## SEATTLE.

Oct. 12	O.S.K.	Arizona Maru.
13	N.Y.K.	Tajima Maru.
14	O.S.K.	Manila Maru.
15	N.Y.K.	Tajima Maru.
16	O.S.K.	Manila Maru.
17	N.Y.K.	Tajima Maru.
18	O.S.K.	Manila Maru.
19	N.Y.K.	Tajima Maru.
20	O.S.K.	Manila Maru.
21	N.Y.K.	Tajima Maru.
22	O.S.K.	Manila Maru.
23	N.Y.K.	Tajima Maru.
24	O.S.K.	Manila Maru.
25	N.Y.K.	Tajima Maru.
26	O.S.K.	Manila Maru.
27	N.Y.K.	Tajima Maru.
28	O.S.K.	Manila Maru.
29	N.Y.K.	Tajima Maru.
30	O.S.K.	Manila Maru.
31	N.Y.K.	Tajima Maru.

## TACOMA.

Oct. 12	O.S.K.	Arizona Maru.
13	N.Y.K.	Tajima Maru.
14	O.S.K.	Manila Maru.
15	N.Y.K.	Tajima Maru.
16	O.S.K.	Manila Maru.
17	N.Y.K.	Tajima Maru.
18	O.S.K.	Manila Maru.
19	N.Y.K.	Tajima Maru.
20	O.S.K.	Manila Maru.
21	N.Y.K.	Tajima Maru.
22	O.S.K.	Manila Maru.
23	N.Y.K.	Tajima Maru.
24	O.S.K.	Manila Maru.
25	N.Y.K.	Tajima Maru.
26	O.S.K.	Manila Maru.
27	N.Y.K.	Tajima Maru.
28	O.S.K.	Manila Maru.
29	N.Y.K.	Tajima Maru.
30	O.S.K.	Manila Maru.
31	N.Y.K.	Tajima Maru.

## PORTLAND.

Oct. 12	O.S.K.	Arizona Maru.
13	N.Y.K.	Tajima Maru.
14	O.S.K.	Manila Maru.
15	N.Y.K.	Tajima Maru.
16	O.S.K.	Manila Maru.
17	N.Y.K.	Tajima Maru.
18	O.S.K.	Manila Maru.
19	N.Y.K.	Tajima Maru.
20	O.S.K.	Manila Maru.
21	N.Y.K.	Tajima Maru.
22	O.S.K.	Manila Maru.
23	N.Y.K.	Tajima Maru.
24	O.S.K.	Manila Maru.
25	N.Y.K.	Tajima Maru.
26	O.S.K.	Manila Maru.
27	N.Y.K.	Tajima Maru.
28	O.S.K.	Manila Maru.
29	N.Y.K.	Tajima Maru.
30	O.S.K.	Manila Maru.
31	N.Y.K.	Tajima Maru.

## SAN FRANCISCO.

Oct. 12	T.K.K.	Siberia Maru.
13	D.L.	West Coast.
14	S.D.	West Coast.
15	T.K.K.	Siberia Maru.
16	C.M.S.	Nile.
17	J.C.J.L.	Tjikembang.
18	C.M.S.	Nile.
19	N.Y.K.	Shinyo Maru.
20	T.K.K.	Siberia Maru.
21	C.M.S.	Nile.
22	T.K.K.	Siberia Maru.
23	C.M.S.	Nile.
24	T.K.K.	Siberia Maru.
25	C.M.S.	Nile.
26	T.K.K.	Siberia Maru.
27	C.M.S.	Nile.
28	T.K.K.	Siberia Maru.
29	C.M.S.	Nile.
30	T.K.K.	Siberia Maru.
31	C.M.S.	Nile.

## LOS ANGELES.

Oct. 12	L.A.P.N.	Vinita.
13	L.A.P.N.	West Hinton.
14	L.A.P.N.	West Hinton.
15	L.A.P.N.	West Hinton.
16	L.A.P.N.	West Hinton.
17	L.A.P.N.	West Hinton.
18	L.A.P.N.	West Hinton.
19	L.A.P.N.	West Hinton.
20	L.A.P.N.	West Hinton.
21	L.A.P.N.	West Hinton.
22	L.A.P.N.	West Hinton.
23	L.A.P.N.	West Hinton.
24	L.A.P.N.	West Hinton.
25	L.A.P.N.	West Hinton.
26	L.A.P.N.	West Hinton.
27	L.A.P.N.	West Hinton.
28	L.A.P.N.	West Hinton.
29	L.A.P.N.	West Hinton.
30	L.A.P.N.	West Hinton.
31	L.A.P.N.	West Hinton.

## VALPARAISO.

Oct. 12	J.P.A.	San Pedro, Salvo Cruz, Balboa, Callao, Arica & Iquique.
13	T.K.K.	Siberia Maru.
14	T.K.K.	Siberia Maru.
15	T.K.K.	Siberia Maru.
16	T.K.K.	Siberia Maru.
17	T.K.K.	Siberia Maru.
18	T.K.K.	Siberia Maru.
19	T.K.K.	Siberia Maru.
20	T.K.K.	Siberia Maru.
21	T.K.K.	Siberia Maru.
22	T.K.K.	Siberia Maru.
23	T.K.K.	Siberia Maru.
24	T.K.K.	Siberia Maru.
25	T.K.K.	Siberia Maru.
26	T.K.K.	Siberia Maru.
27	T.K.K.	Siberia Maru.
28	T.K.K.	Siberia Maru.
29	T.K.K.	Siberia Maru.
30	T.K.K.	Siberia Maru.
31	T.K.K.	Siberia Maru.

## NEW YORK.

Oct. 12	O.S.K.	Arizona Maru.
13	N.Y.K.	Tajima Maru.
14	O.S.K.	Manila Maru.
15	N.Y.K.	Tajima Maru.
16	O.S.K.	Manila Maru.
17	N.Y.K.	Tajima Maru.
18	O.S.K.	Manila Maru.
19	N.Y.K.	Tajima Maru.
20	O.S.K.	Manila Maru.
21	N.Y.K.	Tajima Maru.
22	O.S.K.	Manila Maru.
23	N.Y.K.	Tajima Maru.
24	O.S.K.	Manila Maru.
25	N.Y.K.	Tajima Maru.
26	O.S.K.	Manila Maru.
27	N.Y.K.	Tajima Maru.
28	O.S.K.	Manila Maru.
29	N.Y.K.	Tajima Maru.
30	O.S.K.	Manila Maru.
31	N.Y.K.	Tajima Maru.

## BOSTON.

Oct. 12	S.T.	Celtic Prince.
13	S.T.	Celtic Prince.
14	S.T.	Celtic Prince.
15	S.T.	Celtic Prince.
16	S.T.	Celtic Prince.
17	S.T.	Celtic Prince.
18	S.T.	Celtic Prince.
19	S.T.	Celtic Prince.
20	S.T.	Celtic Prince.
21	S.T.	Celtic Prince.
22	S.T.	Celtic Prince.
23	S.T.	Celtic Prince.
24	S.T.	Celtic Prince.
25	S.T.	Celtic Prince.
26	S.T.	Celtic Prince.
27	S.T.	Celtic Prince.
28	S.T.	Celtic Prince.
29	S.T.	Celtic Prince.
30	S.T.	Celtic Prince.
31	S.T.	Celtic Prince.

## DURBAN AND CAPE TOWN.

Oct. 12	O.S.K.	Manila Maru.
13	O.S.K.	Manila Maru.
14	O.S.K.	Manila Maru.
15	O.S.K.	Manila Maru.
16	O.S.K.	Manila Maru.
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28	O.S.K.	Manila Maru.
29	O.S.K.	Manila Maru.
30	O.S.K.	Manila Maru.
31	O.S.K.	Manila Maru.

## EUROPEAN PORTS.

Oct. 12	O.S.K.	Manila Maru.
13	O.S.K.	Manila Maru.
14	O.S.K.	Manila Maru.
15	O.S.K.	Manila Maru.
16	O.S.K.	Manila Maru.
17	O.S.K.	Manila Maru.
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30	O.S.K.	Manila Maru.
31	O.S.K.	Manila Maru.

## BRINDISI, VENICE, &amp; TRIESTE.

Oct. 12	O.S.K.	Manila Maru.
13	O.S.K.	Manila Maru.
14	O.S.K.	Manila Maru.
15	O.S.K.	Manila Maru.
16	O.S.K.	Manila Maru.
17	O.S.K.	Manila Maru.
18	O.S.K.	Manila Maru.
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30	O.S.K.	Manila Maru.
31	O.S.K.	Manila Maru.

## GENOA.

Oct. 12	O.S.K.	Manila Maru.
13	O.S.K.	Manila Maru.
14	O.S.K.	Manila Maru.
15	O.S.K.	Manila Maru.
16	O.S.K.	Manila Maru.
17	O.S.K.	Manila Maru.
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28	O.S.K.	Manila Maru.
29	O.S.K.	Manila Maru.
30	O.S.K.	Manila Maru.
31	O.S.K.	Manila Maru.

## MARSEILLES.

Oct. 12	O.S.K.	Manila Maru.
13	O.S.K.	Manila Maru.
14	O.S.K.	Manila Maru.
15	O.S.K.	Manila Maru.
16	O.S.K.	Manila Maru.
17	O.S.K.	Manila Maru.
18	O.S.K.	Manila Maru.
19	O.S.K.	Manila Maru.
20	O.S.K.	Manila Maru.
21	O.S.K.	Manila Maru.
22	O.S.K.	Manila Maru.
23	O.S.K.	Manila Maru.
24	O.S.K.	Manila Maru.
25	O.S.K.	Manila Maru.
26	O.S.K.	Manila Maru.
27	O.S.K.	Manila Maru.
28	O.S.K.	Manila Maru.
29	O.S.K.	Manila Maru.
30	O.S.K.	Manila Maru.
31	O.S.K.	Manila Maru.

## LONDON.

Oct. 12	O.S.K.	Manila Maru.
13	O.S.K.	Manila Maru.
14	O.S.K.	Manila Maru.
15	O.S.K.	Manila Maru.
16	O.S.K.	Manila Maru.
17	O.S.K.	Manila Maru.
18	O.S.K.	Manila Maru.
19	O.S.K.	Manila Maru.
20	O.S.K.	Manila Maru.
21	O.S.K.	Manila Maru.
22	O.S.K.	Manila Maru.
23	O.S.K.	Manila Maru.
24	O.S.K.	Manila Maru.
25	O.S.K.	Manila Maru.
26	O.S.K.	Manila Maru.
27	O.S.K.	Manila Maru.
28	O.S.K.	Manila Maru.
29	O.S.K.	Manila Maru.
30	O.S.K.	Manila Maru.
31	O.S.K.	Manila Maru.

## SILENT SEA MONSTER.

## NIGHT ON BOARD LINER.

## SOLDIERS' INITIALS PRESERVED.

On the tug-boat, pitching in the mists of Argyshire, it was difficult to decide whether the drench was descending from the low clouds or ascending from the sea. The tender dove to under a still darker shadow—the lee of the anchored liner *Empress of Britain*. Then, above the trough of the sodden sea appeared lighted casement windows, silk-curtains, a string band was playing "Wyoming." A lowered gangway formed the bridge to civilization. For a new civilization, perhaps, for the *Empress of Britain* has been reconducted at more than original cost with raw comfort for the third class as the first object. Second and first-class passengers interspersed to Canada, and to the Pacific, may move, as before, among coal-fires, purple chintz, old china vases, lacquered tables, and cottage windows. But the 500 third-class passengers will have large cabins, privacy, spring beds, music rooms, libraries, and a large share of the ship's space for walking about.

A few hours later boarding the vessel, this departure was cut short by Sir Thomas Fisher, general manager of the Canadian Pacific Ocean services. In the restaurant, after dinner he spoke of his desire to change the conditions of ocean travel for third class passengers, whose passage money has always been the mainstay of liner companies. He regretted the present necessity of charging some £19 for the third-class passage to Canada; a large sum for men who might want every penny for the new country. Nothing of this £19 was chargeable to the new comfort.

The ship weighed anchor, and sailed for Liverpool to embark her first passengers since war service. The night had cleared, inviting one to make a tour of inspection under the stars: down the white passages through the empty winter gardens and luxurious saloons. Oil-fuel ships move soundlessly. Occasionally the work of carpenters and electricians, putting the last touches, broke the stillness. The only other passenger out of bed was the inventor of the Australian device—a device to lower lifeboats without power in eight seconds from the bridge. He was inspecting his work. In the silence of the night one made a discovery. Switching on the lights of an Elizabethan smoke-room, irregular patches were revealed on the walls. They were the carefully preserved initials and names of soldiers who had travelled in that room to Mesopotamia.

Nov. 3	G.L.	Gleniffer.
7	A.L.	West Hargrave.
12	P.O.	Norara.
15	E.L.	City of Naples.
16	B.F.	Elpenor.
17	B.F.	Atene.
18	P.O.	Yellow.
20	B.F.	Agapenor.
21	B.F.	Thesens.
22	P.O.	Somali.
23	P.O.	Devanah.
24	B.F.	Pyrrhus.
25	P.O.	Sicilia.
26	B.F.	Machson.
27	P.O.	Plasy.

## HAVRE.

Nov. 1	B.F.	Idomeneus.
2	B.F.	Peleus.
3	B.F.	Telemachus.

## LIVERPOOL.

Oct. 13	B.F.	Titan.
14	B.F.	Peleus.
15	B.F.	Idomeneus.
16	B.F.	Atene.
17	B.F.	Antiochus.
18	N.Y.K.	Kamakura Maru.
19	B.F.	Telemachus.
20	B.F.	Orestes.
21	B.F.	Memnon.
22	B.F.	Demodocus.
23	B.F.	Hector.